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DOUBLE ISSUE

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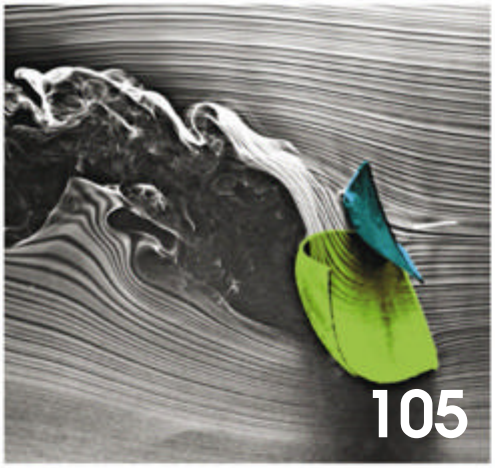
College sailing can be as dynamic as it is challenging, but for student-athletes, time spent with their team makes for the greatest experiences of those memorable four years.
By The Editors


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Photo by Jean Marie Liot/DPPI

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IN THE GAME

I'VE DISCOVERED THE BEST WAY TO FOLLOW THE VOLVO OCEAN RACE IS TO BE IN IT.

I NEVER THOUGH I'D THANK my four-year-old for her middle-of-the-night stirrings. Yet, on behalf of the skipper, the watch captain, the navigator, and the bow team of Team Sailing World in the Virtual Volvo Ocean Race, I thank you for kicking your covers off and waking me in the freezing dead of winter so I can launch the App and check my true-wind angle and boatspeed as I careen, bleary eyed, across the virtual Southern Ocean at 25.4 knots.

It's true. I'm addicted to The Game. With my Laser buried in two feet of snow and the harbor frozen across, it's been my competitive sailing outlet. My biological clock is now in rhythm with its 12-hour wind updates—at 2 p.m. and 2 a.m. While I'm standing in line, and often while I'm driving, it's impossible to resist the game's calling.

It does feel childish to feel such elation when the welcome screen tells me I've passed a couple of thousand boats. It's even more ridiculous that my stomach sinks when I get passed by a single boat, miss a shift, get caught with the wrong sail up, or worse, run aground.

My obsession is 24/7. I'm unsure what I'll do with my time when the race ends in June, just as the real Volvo Ocean Race pulls into Sweden, completing this nine-month odyssey. Maybe I'll go back to being normal.

At this writing, in early April, I've finished Leg 5, the halfway point of the race. My boat, a red blinking hull on the screen, is in Itajai, Brazil. I'm enjoying my R&R before Leg 6, reflecting upon where I've been and what I've accomplished in the fleet of 187,000 or so competitors.

The Virtual Volvo Ocean Race, of course, started six months ago, in October, from Alicante, Spain. I'm not a gamer at all, but inspired by a story we once published about Mark Campbell-James, winner of the previous Virtual Volvo Ocean Race, I sign up and wait for the start date. Before I can cast my lines, however, I have to make a choice: Go pro or keep it Corinthian.

As a pro, I can buy upgrades, such as the ability to set automatic true-wind angle, plot waypoints and routes, and choose from a quiver of specialty sails. Cheap Yankee I am, however, I go for the free version, which gets me a jib and a gennaker, and the ability to steer a compass course. A few coworkers and friends agreed to sail the Corinthian division, because, of course, misery loves company at the 2 a.m. wind update.

More than 150,000 players are on the scratch sheet at the start. The game randomly displays boats nearby; strangers are either blue or black boats and "friends" are

While the crew of Mapfre in the Volvo Ocean Race tore across the Southern Ocean, thousands of gamers were in their wake–the editor included.
Photo: Francisco Vignale/ MAPFRE/Volvo Ocean Race

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Volume LIV, Number 3 SAILING WORLD (ISSN 0889-4094) is published 6 times a year, in Jan/Feb, Mar/Apr, May/Jun, Jul/Aug, Sep/Oct & Nov/Dec by Bonnier Corp., 460 N. Orlando Ave., Suite 200, Winter Park, FL, 32789. Copyright 2015 by Bonnier Corp. All rights reserved. Reprinting in whole or part forbidden except by permission of the publisher. The title Sailing World is a registered trademark. Editorial contributions should be accompanied by a self-addressed, stamped envelope. Editorial offices are at 55 Hammarlund Way, Middletown, RI 02842. Manuscripts, art, and photographs are handled with care, but no liability is accepted. Periodicals postage paid at Winter Park, FL and additional mailing offices. **POSTMASTER:** Send address changes to PO Box 6364, Harlan, IA, 51593-1864. Subscription rates. For one year (6 issues) $40.00. In Canada $52.00, Other International $64.00. Orders outside the US must be prepaid in US funds. Publication Agreement Number #40612608. Canada Return Mail: IMEX Global Solutions P.O. Box 25542, London, ON N6C 6B2 Canada.



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green. As a test of the add-a-friend functionality, I click on a nearby boat with a call sign Ariadne1. With one mouse tap, two perfectly good strangers are friends—little green boats on a big blue screen.

The best part of the game is that the wind fields are real-time, so we're essentially racing the Volvo Ocean 65s in "real" weather systems. The good pro players use routing software and probably sleep with their Deckman tablets. For me, however, playing the game is excellent way to follow the race, too. I find myself far more in tune with what the six teams are going through while I adjust my own course from my bed, the office, or the stationary bike.

My race is all well and good for the opening days in the Med. I make a few smart jibes toward the coast early on, pass a few thousand boats, and feel proud of myself for getting into the top third of the rankings. But as I near the Straits of Gibraltar, I'm coveting the damn pro pack. One busy morning, at work and away from my electronic devices for a few hours, I blindly brick it up on the coast of Morocco.

"You're Aground!" says the alert on my phone when I launch the App. It gets worse: I have to tack my way through the Straits

"PERSEVERANCE IS PARAMOUNT IN OCEAN RACING. FOR EVERY COUPLE OF THOUSAND PLAYERS WHO SLEEP THROUGH A WIND SHIFT, A COUPLE OF THOUSAND MORE ADVANCE."

in a westerly and run aground four more times before getting into the open Atlantic, staring down the ass end of the fleet. Conventional wisdom says go west, and so I do, but this year, east is best, initially. I tumble deeper in the rankings, but perseverance is paramount in ocean racing. For every couple of thousand players who sleep through a wind shift, a couple of thousand more advance. I pass the virtual mark at Fernando de Noronha, just as a monster low is waiting for me in the South Atlantic. I hook into its northern fringes, and fly east toward South Africa, passing boats lumbering on the rhumbline. Midway across, right in front me, covering jibe for jibe is Ariadne1. I have no idea who this person is, but we match race for more than a week. With a better angle to the finish, I sneak past in the final miles, pull into Cape Town with a finish in the 20,000s.

The leg to Abu Dhabi is comparatively uneventful, with the exception of another proud comeback, but the following leg, to Malaysia is a royal pain. Now immersed in the game like a fanatic, I find my way into the top of fleet as we near the southern tip of Sri Lanka. There awaits a fork in the road: Go south for breeze, or cut the corner. I cut it to close. Hero to zero, tears, cussing, you name it—I'm actually depressed.

I claw back and get ahead of my colleague, Mark Pillsbury, aka El Jackalope, in the Straits of Malacca, but here, too, in a moment of inattentiveness, I nick an island and sit parked for hours while thousands sailed past. Limping into Sanya, I post my worst finish yet. Luckily, there's a discard.

The most enjoyable leg, tactically, is from Sanya to Auckland. With a middle-of-night start (because of the time difference) I awake to find I've sailed hundreds of high-speed miles away from the rhumbline. Like Team Brunel, I go for the Hail Mary northern option and log a respectable finish, beating all of my friends, including the Jackalope. At this point, I have a greater appreciation for the strategic decisions the real racers make.

Start day from Auckland is conveniently in the middle of the day on the U.S. East Coast. This time, I'm at the ready at my computer. I've done a weather study, and this one I want to own. In the first 30 minutes after the start, I'm in the lead pack. I bear away from the rhumbline to cut through two islands visible on the chart. It's my big move.

That it, until I round aground again, dropping from 262 to 50,000 in the blink of cursor. The only way off an island is to reverse direction. Oops, I'm aground on the adjacent island. Like pinball, I bounce between the two islands a few more times, and there again is the back of the fleet.

Yet, over the course of the next two weeks, I angle, jibe, and tweak my way southeast, setting up for a monster low coming down the track. Once past the ice gate, I turn hard to starboard and into the 40-knot winds on the low's northeast quadrant. I'm off on a tear, with my bow pointed to 90 degrees. My track after three days is ruler straight across the Southern Ocean—a thing of beauty.

I'm giddy when I finally round Cape Horn for the first time. There are no crash jibes, freeze-dried meals, or wet bunks, but I enjoy the satisfaction of having reached terminal velocity on my virtual Volvo Ocean 65. When I finally finish, a banner pops up on my computer screen, congratulating me for my ranking (16,801) and my arrival time of 19d:17m:25s.

Relieved to have completed the leg, I stand up from my chair, stretch and close my eyes. I can swear I have sea legs, but more likely, it's the fatigue from 19 days of round-the-clock watches.

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Photo: Carlo Borlenghi



BIG DATA

THE CHALLENGE IS AS IMMENSE AS THE BOATS THEMSELVES, BUT A NEW RATING SYSTEM IS MAKING SUPERYACHT RACES MORE COMPETITIVE.

BY DOBBS DAVIS

THE SUPERYACHTS in the recent Loro Piana Caribbean Superyacht Regatta in Virgin Gorda and the St. Barths Bucket Regatta were a site to behold: dozens of magnificent luxury yachts, full sail and racing hard, in two of the most picturesque venues in the world. The scale, power, and beauty of these vessels, spanning 85 to 200 feet in length, are staggering. None of them are remotely alike, but under their new rating rule, the racing is now practically boat on boat.

Racing yachts this large requires special skills, not only for the crews that wrestle thousands of square feet of sail area, but also for the tacticians and helmsmen, who have specific right-of-way rules to avoid collisions among these unwieldy craft The boats are manned by the new and old guard of the America's Cup, Volvo Ocean Race, and other big grand-prix programs. Their sail handling skills and experience are required in this increasingly competitive scene.

And there are other special skills needed in providing fair and fun racing appropriate to these monstrosities. For example, races are run with individual start times to keep everyone separated and sailing in clear air, so the handicapping system has to be effective across an enormous range of sizes and styles of yachts. A typical Superyacht fleet includes schooners, sloops, and ketches of varying lengths and with displacements ranging from 50 to 600 tons. This



huge disparity in yacht type, size, and shape is exceptionally difficult to handicap, so last year the Super Yacht Racing Association partnered with the Offshore Racing Congress to tackle the problem, and came out with the ORC Superyacht Rule, aka ORCsy.

Most rating rules work by determining the performance potential through measurements of the speed-producing (and speed-inhibiting) elements of the design. These include length, sail area, displacement, draft, stability, etc. The ORC has developed a sophisticated Velocity Prediction Program to predict this potential and uses it to provide ratings more than 9,000 boats in 40 countries.

But the VPP used for typical racers and crossovers had to be modified to suit Superyachts, so designer Jim Taylor and race director Peter Craig from SYRA worked with Andy Claughton from the Wolfson Unit at Univ. of Southampton and ORC to take into account features unique to Superyachts, such as radar dome dimensions, superstructures windage, tankage capacity, furling headsails and whether they had to be furled when tacking. The system had to then be programmed for online data input, a process devised for review of that data, and then certificates issued online. For transparency, of course, it had to be made accessible to all.



There's nothing easy in super yacht racing, especially rating disparate boats accurately. Proponents, say, however, that ORCsy now favors good crewwork.
Photo: Carlo Borlenghi

After months of work, and no less than 38 versions of the rule, the results in these first two events were encouraging: races were being won and lost in seconds rather than minutes, keeping owners, crews, and tacticians excited throughout each race.

America's Cup winner Peter Holmberg, racing on the 125-foot Perini Navi sloop P2, said, "The three of us (Visione, Inoui, P2) have been neck-and-neck at the finish. There are a few outliers that need some help and fixing, but the heart of it is working very well."

Volvo Ocean Race winner Moose Sanderson, with the 153-foot Huisman-built ketch Elfje, said, "Before, it was a performance-based rule, where if you do well today, tomorrow you won't do so well. Now it's a measurement-based rule so the only variables are how well you've prepared it, how good your sails are, and how good your crew is . . . you should be able to win no matter which boat you've got, and that's a really cool thing."

The system is "going to be brilliant," he adds. "It's going to take superyacht racing from being pure entertainment to something where we can compete properly and know how to change things each year to perform better."


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IN 1853, THE 235-foot clipper ship, Flying Cloud, sailed from New York to San Francisco, around Cape Horn in 89 days and 13 hours—a record for a sailing vessel that held until 1989. In 2008, the 110-foot French racing catamaran Gitana 13, with a crew of 10 traversed the 13,000-mile-plus journey in 43 days and 38 minutes. It's a record that stands today. There is no record for sailing non-stop on the old American clipper ship trade route singlehanded, but Ryan Finn wants to set one with his throwback 32-foot Polynesian style proa.

"It's not a very yachty type of thing that I'm doing here," says Finn. "This is more of an American adventure. An American exploration of what is possible. This is an adventure, first and foremost.

Finn first became intrigued by offshore solo sailing as a nineteen year old undergoing treatment for Hodgkin's Lymphoma and now, at 36, Finn has accrued more than 20,000 miles of solo offshore experience, as well as three transatlantic and three transpacific passages on boats ranging from an IMOCA 60s to 21-foot Mini Transat designs.

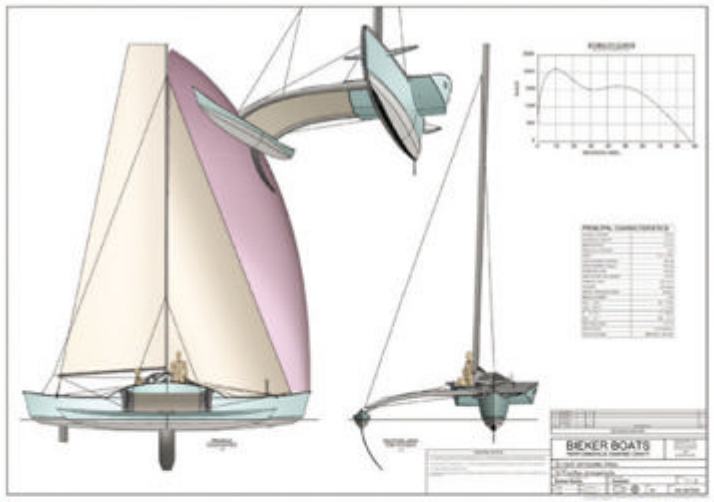
Finn has partnered with Paul Bieker, one of the top minds in naval architecture and part of the design team for Oracle Team USA, which overcame an 8-to-1 deficit in the 35th America's Cup. He also has wizard Russell Brown, who has more miles on these unique Polynesian proa designs than any known western man. In coordination with the World Sailing Speed Record Council, Finn and his team are raising money through a Kickstarter campaign, as well as corporate sponsorships for the build, launch and attempt at this record.

"I wanted to do something outside of a race committee—something bigger," says Finn. Inspired by Tom Follett, who was initially rejected from competing on his proa, *Cheers*, in the 1968 OSTAR until he proved the concept by sailing from St. Thomas to Plymouth and was only then allowed to compete, Finn also sees his attempt as a proof of concept. Wanting a design that could go upwind quicker than a monohull, but with fewer structural demands than a tri or a cat, Finn first contacted Russell Brown and then Bieker came onboard. With the project getting closer to reality, Finn explains, "I've never really been afraid of anything offshore, but this is intimidating to me—and that alone interests me. This will be the longest non-stop passage ever sailed by proa, that I'm aware of."

Aiming to complete the journey in 80 days or less, and well aware of the obstacles of mental and physical exhaustion, navigating in remote parts of the globe, two equator crossings, extreme weather events and the legendary hazards of a Cape Horn transit, Finn says, "It will truly be a battle against the elements and against myself."

Sailing under the 2Oceans1Rock.org banner, Finn kicks off his funding campaign in May 2015. Sea trials with the boat are expected to get underway in the fall.





Finn enlisted Russell Brown and Paul Bieker to design the 32' proa he will use in his attempt to set a sailing record from New York to San Francisco. The innvoative design allows the boat to sail much faster upwind than larger multihulls, at a fraction of the construction cost.
Photo: Billy Black

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TURNING POINT

THE VOLVO OCEAN RACE'S "YOUNG GUNS" SHOW THEIR MATURITY AND GRIT WITH A HIGH-SPEED TEAR ACROSS THE SOUTHERN OCEAN, AND A PODIUM FINISH IN BRAZIL.

IN THIS MOMENT they were no longer the young ones. Technically, yes, Team Alvimedica were the Volvo Ocean Race's youngest eight-man squad, even with the Leg 5 guest appearance of 43-year-old six-timer Stu Bannatyne skewing the average. It was this moment, as they reached past Cape Horn at 20 knots, that they were no longer the young hot shots. They were Southern Ocean champs, and they finally were hitting their stride. Plus, the team's boyish-looking skipper, Charlie Enright had matured a few years himself in those brutal, beautiful, and harrowing miles between Auckland and the big rock.

As Enright, 30, crouched under the coach roof of the Volvo 65, ducking sheets of water and answering questions from a live stream interview with race headquarters, in the background, his teammates high-fived, bro-hugged, and fist pumped. They'd done it. Astern of them by 15 minutes was the overall race leader Abu Dhabi Ocean Racing locked in on their AIS. Further back in their hissing white wake were broken and beaten competitors: Only hours earlier, the leg's frontrunner, Dongfeng Race Team, had broken their mast just shy of rounding the Horn. There were stories—and gut-wrenching videos to prove the leg's brutality—from a cyclonic thrashing out of Auckland to crash-jibes experienced across the fleet. There were bergs, blown sails, and wrecked bodies, with the hard-fighting women of SCA being dealt the worst of it. That was until Dongfeng's top section went limp.

Alvimedica's strongest showing yet in the race was pivotal. They'd turned the corner literally, figuratively, and on the racecourse as they passed the Horn.

"Charlie and the boys showed themselves to be much faster and working much more efficiently at changing modes in Leg Four," says Anderson Reggio, a performance analyst with the team. "Surely part of the performance this leg is Stu [Bannatyne], but also due to having learned so much about how to sail the boat since leaving Alicante. Polar percentage performance has steadily risen across the board."

In addition, he adds, Alvimedica's checking into the rock first was all about avoiding the attrition.

"Knowing how to throttle back and conserve people and equipment when necessary and when to push hard," says Reggio. "In that sense they are definitely in a groove. One could argue that some of the boats have done more to lose this leg than Alvimedica has done to be in the top two."

But there they were, leading at the Horn, celebrating and fending off a feisty and quick Abu Dhabi Racing, but Enright was on camera smiling ear-to-ear in his waterproof headset. Typically stoic and canned on camera, he was his most natural self in the moment, signing off with assurances to his mother and wife that he was fine.

It was back into routine and 35 knots on the nose, straight to Itajai, and then ultimately Newport, R.I., in May. The youngins' will come into the town from which they left, not as the boys, but as the men of Alvimedica.



Having won the Southern Ocean battle of attrition, co-skippers Charlie Enright and Mark Towill "take the Horn," on March 30, 15 minutes ahead of Abu Dhabi Ocean Racing.
Photos: Amory Ross/Team Alvimedica



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JEANNEAU





When the Volvo Ocean 65s arrive into the stopovers, the racers get R&R while Boat Yard specialists and sewing machines work overtime. Photo: Ainhoa Sánchez/Volvo Ocean Race

ALL IN A DAY AT VOLVO'S PIT ROW

WHEN THE FLEET PULLS IN, THE RACE'S SHORE CREW TAKES OVER. THE SAILORS BREAK THE BOATS, AND THE BOAT YARD PUTS THEM BACK TOGETHER AGAIN.

HALFWAY THROUGH the first of two laps of which the new fleet of one-design Volvo Ocean 65s were designed to sail, there has thus far been a single dismasting. Keels have remained attached, and there are no incidences major structural failures. Compared with the previous edition of the Volvo Ocean Race, in which only three of six boats finished the first leg, it's clear the reliability of the one-design platform has worked. Streamlining maintenance of the fleet with a shared "Boat Yard" servicing in the stopovers has helped, but hat's not to say the fleet has enjoyed an entirely clean bill of health since the start.

The first common failures were deck-mounted pad eyes. On Leg 1, Dongfeng Race Team had the first pad eye casualty, which resulted in a highly loaded and flogging headsail sheet wreaking havoc on deck fittings and structures, destroying a stanchion and ripping off half of a carbon steering wheel. When the fleet pulled into Cape Town, the Boat Yard replaced all of the pad eyes on every boat and took the old ones home to be re-engineered with the help of Spinlock engineers. When the fleet reached Abu Dhabi at the end of Leg 2, newer, stronger pad eyes were installed had yet to see a failure by the conclusion of Leg 5. To maintain the integrity of the one-design aspect of this race, when one boat is modified, all boats are modified.

"When the boats were designed, we looked for relatively inexpensive ways to gain performance," says Boat Yard manager Nick Bice. "Outriggers have been proven on IMOCA 60s for years as a cheap way to find some speed, so we added them to the new VO65s."

Unfortunately, it's not possible to build something completely indestructible and when the teams push the boat hard, gear is bound to break, and break it has.

"When the outrigger gets tweaked down, the leech profile of the big Code Zero gennaker improves and the boat goes faster," Bice explains. "The loads also increase exponentially and you begin to run the risk of breaking."

After two teams suffered outrigger pad eye failures, the Boat Yard crew re-engineered the system to include two pad eyes instead of one, in an effort to better distribute the load. The pad eyes aren't failing any more, and now the weakest part of the system is the outrigger itself.

"The team's have been given guidelines on how hard they can push the outrigger before it breaks," says Bice. "It comes down to risk management and how hard they want to push."

With three-week legs in this race being decided by mere minutes, every tenth of a knot becomes critical, and it's no secret that sail area equals speed in a high righting-moment platform like a VO65. VOR sail loft manager Nathan Quirk explains, the challenges his team has experience thus far.

"The biggest thing that we've learned is that the sailors are pushing the sails much higher in the wind range than we expected

"THE FIRST COMMON FAILURES WERE PAD EYES. ON LEG 1, DONGFENG RACE TEAM HAD THE FIRST PAD EYE CASUALTY, WHICH RESULTED IN A HIGHLY LOADED AND FLOGGING HEADSAIL SHEET WREAKING HAVOC ON DECK FITTINGS AND STRUCTURES."



EXCEL UNDER PRESSURE

Gunboat 62
TRIBE

"The boat's performance after the Stratis ICE inventory was added far exceeded our expectations! Dealing with the Doyle team was great and the information on performance analysis and sail crossovers proved to be race winning." - Captain Spike Abram

Tribe, the original Gunboat, underwent a performance optimization in 2014 that included a full Doyle Stratis ICE sail inventory.

Photo credit: R n R/Oceanimages

DOYLE









It's all in a Volvo Ocean Race Boat Yard day: polishing hulls, replacing hardware, ultrasounding rigs and structures, and rebuilding sails. The Boat Yard is also a popular attraction for the public during the stopovers, where visitors can watch the work as it happens. Photo: Ainhoa Sánchez/ Volvo Ocean Race

before the start," says Quirk. "We expected the Code Zeros to fly in two to ten knots upwind, and we've heard reports of them being used to sixteen knots upwind. The sails held up, but pad eyes started blowing up. The jibs were suffering earlier than expected when they were being carried so high up-range, but after some leech repairs things have become much more predictable."

Like the rest of the boat, the sails were built with the strongest materials possible and designed more for reliability than outright speed. Sail preservation is paramount as teams are only allowed to replace four sails during the entirety of the nearly 39,000-mile circumnavigation.

A dismasting is the one thing every racing sailor fears most when pushing hard in extreme conditions, and until Dongfeng's dismasting hours before rounding Cape Horn, the fleet's rigs were trouble-free. The primary rig-related issues have been inoperable halyard locks and externally mounted mast tracks pulling away from the rig. On Leg 4 from Sanya, China, to Auckland, three J1 halyard-lock bullets failed in high-wind reaching conditions, once again sending Bice and his team into action. Working with its supplier, Southern Spars, the part was re-engineered and by the time that the fleet reached Auckland, stronger lock bullets (the metal fitting that is spliced into the halyard and gets locked aloft when the sail is hoisted) were installed across the fleet.

"DURING SELECT RACE STOPS, THE RIGS ARE PULLED AND BOATS ARE HAULED. MASTS AND BOOMS ARE STRIPPED TO BARE CARBON TUBES BEFORE UNDERGOING ULTRA-SOUNDING AND CLOSE INSPECTIONS."

The Boat Yard's shared maintenance program, which puts each boat through a streamlined and efficient maintenance schedule, has been a major boon for the race, allowing the sailors to rest during stopovers and ensuring each boat is race ready. During select race stops, the rigs are pulled and boats are hauled before servicing individual systems. Masts and booms are stripped to bare carbon tubes before undergoing ultra-sounding and close inspections. Southern Spars EC6 shrouds are replaced and then inspected at or before 35,000 miles while non-composite parts are die-tested for signs of fatigue and cracking.

Deck hardware, winches, and grinding pedestals are inspected and serviced at intervals while an army of boat builders and electricians tear apart the inside to look for damage, service hydraulics, and repair faulty electrical connections. Hulls are buffed and foils are wet-sanded to perfection so each crew can start each leg with equal confidence in the speed, reliability, and level of preparation in their boat. Only then, does it come down to the collective skills of the sailors.

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THE SAILORS' STOPOVER

NEWPORTERS KNOW HOW TO THROW A SAILOR PARTY, ESPECIALLY WHEN THE VOLVO COMES TO TOWN.

FOR TWO WEEKS in May, little 'ol Newport, R.I., once home to the America's Cup, will be overrun with an entirely different experience: the Volvo Ocean Race. There will sailors, sponsors, VIPs, and race fans pouring in across the bridges and onto Aquidneck Island, and that's fine as far as local organizers and state officials are concerned.

They've been planning and building for the better part of two years, and they're ready for the arrival of the biggest international sailing event outside of the Cup. With hotel rooms at capacity throughout the state as of late April, they're counting on day-trippers to tip the attendance scale. The more the merrier for the round-the-world race's only North American stopover.

There will be one massive family festival, there will be concerts and parties, and plenty of hands-on things for the kids to do, but first and foremost, there will be racing—right off the shoreline of historic Fort Adams State Park, which through the support of Rhode Island's Department of Environmental Management, has been transformed into a remarkable race village.

"The hope," says Janet Coit, DEM's director, "is that it all goes according to plan, and for everyone to have an incredible experience, so we can host the stopover next time as well. This will be an unprecedented event for Rhode Island."

DEM, in partnership with Sail Newport, the public sailing operation with facilities inside the sprawling seaside state park, invested nearly $4 million in capital improvements to the site, which will serve as the official Newport Race Village. The most significant addition to the site is a 242-foot fixed pier for the raceboats, and it's on this very dock where the race teams will step ashore in early May.

The race village officially opens May 5, but the boats are expected to arrive a day or so afterward. If the close finishes experienced thus far at other stopovers are any indication, spectators can anticipate even closer racing as teams finish a stone's throw from the Fort. Once the sailors and sponsors are in town, the place will be hopping. Midweek is a great time to take in all the village has to offer, but the on-the-water action is scheduled for the stopover's final weekend.

Arrivals (May 5 to 9) Day or night, the locals will be out to greet the teams after their sprint from Brazil, and the crews are always eager to share stories and enjoy an intimate beer. It's a great chance to meet them up close and in person.

Practice Racing (May 15 to 16) The Pro-Am and In-Port racecourse will be set just off the Newport Race Village (the In-Port race is May 16), and will be perfect spectators saddled at the Pier Bar (see map), especially if the current is running strong. These one-hour races are fast-paced, and the prize giving party at the Fort should not be missed.

Leg Start (May 17) Those who have experienced a Volvo Ocean Race stopover before will agree the highlight is the leg start. As a party and tearful send off for the families, it's an action-packed day that starts with the morning dock-out ceremony and continues with a few laps on an in-port race before the fleet exits the bay, past Castle Hill Lighthouse, bound for Lisbon.

For accommodations, live finish updates, and schedules, check volvooceanracenewport.com and discovernewport.org

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- Len Rorke



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INTO THE PIPELINE

THE US SAILING TEAM'S NEWLY-ANNOINTED YOUTH DEVELOPMENT DIRECTOR EXPLORES A NEW WAY TO CULL AMERICA'S BUDDING OLYMPIC SAILORS.

THE U.S. SAILING TEAM'S performance at the past several Olympic games has been less than stellar, prompting the question, what needs to change? It's apparent that the team is missing something—our sailors are just not getting to the podium.

The answer may lie with youth sailing, namely the U.S. Sailing Olympic Development team. "Our performance in London reinforced that we need to take a harder look at what successful national teams are doing to develop their talent," says Josh Adams, Managing Director of U.S. Olympic Sailing. "We need to take a more systematic approach to developing skills." U.S. Sailing is looking directly towards its Development Team.

[Full disclosure: I was on the team for two years. I experienced its shortcomings and its noisy absence in my sailing career. What I took away was a few words on my resume and a couple of free pairs of Sperry shoes.]

With a shift in management, we can hope to see some major improvements to address the gaping hole that exists between college-bound sailors and Olympic hopefuls. Leandro Spina is running the show now. After several years as an Olympic coach for the Development Team based in Miami, he is assuming the role as Youth Development Director and is committed to the growth and evolution of the Development Team. How does he plan to go about this? "By developing the talent at a younger age and raising the bar higher, earlier," Spina says. They're calling it Project Pipeline 2024.

First thing's first: the focus will be shifted toward the new Olympic Development Program. While this may seem like a semantic nuance, it does indicate a substantial shift in how the program is approached.

Previously, the team was pieced together solely by the first two finishers in each class at the qualifying regatta for the ISAF Youth Worlds and the third-ranked boats at the ISAF Sailing World Cup Miami, which leads to a fragmented and essentially competitionless team. Changing its title to a program implies a progressive and fluid institution that is committed to accommodating an unlimited breadth of competition.

Spina calls this the "free flow of talent." By tossing the concept of membership, coaches are able to invite sailors to train on a camp-by-camp basis. The coaches will have the freedom to make selections on who to include based on "talent, desire, attitude, and performance."

"Before, we were waiting for talent to come to the program. Now we can pick from the very best based on the most recent results," says Spina. By inviting sailors to come to training camps, the ISAF Youth Worlds team will have multiple opportunities to train against their strongest competition, and at home.

One of Spina's goals is to build the team domestically—U.S. sailors should no longer have to travel to Europe to find high quality training. To go about this, Spina is gathering some of the top coaches from around the world to help coach at various training camps.

Making top-level coaching accessible is a priority, as it compliments the increased bank of resources allocated to the program. Made possible by sizeable donations to the American One foundation, the program now has access to experts in almost every aspect of Olympic athletics—trainers, weather experts, psychologists, etc.

A significant benefit from the increase in funding: the purchase of equipment owned by the program. The classes that will be provided



The US Sailing Team and youth development programs have long been found lacking in the face of international competition. With a fresh take, Youth Development Director Leandro Spina is ready to make some major changes.
Photo: Jen Edney/US Sailing Team Sperry


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through funding will be primarily 29ers and Laser Radials, as they are the best stepping stones to olympic classes, says Adams. Having these boats solely for the program will facilitate training camps and will increase exposure to Olympic sailing for those who may not have previously had the opportunity.

A prime example of this would be college sailing. At the moment, the U.S. is at a disadvantage. Sailors who may have been on the Olympic track before college are forced to spend four years fooling around in modified boats; this is four fewer years competing in high performance boats than our foreign counterparts, who continue their Olympic endeavors throughout their time at university.

The addition of equipment to the program allows for the inclusion of training camps that specifically target college sailors.

If attention and resources are shifted toward the younger sailors—and they can build on this experience during college—these sailors will be better prepared for an Olympic campaign later down the road. In the long run, we can hope to see American sailors on the podium.



2015 US SAILING TEAM SPERRY

MEN'S 470

Stuart McNay and **David Hughes**

Jordan Factor and **Matthew Wefer**

Development: Russell Clarida and Ian Robinson

WOMEN'S 470

Annie Haeger and **Briana Provancha**

Sydney Bolger and **Carly Shevitz**

Development: Alexia Fischer and Georgia Lomax

49ER

Brad Funk and **Trevor Burd**

David Liebenberg and **Daniel Morris**

Development: Fred Strammer and Michael Kuschner

49ERFX

Paris Henken and Helena Scutt

Debbie Capozzi and **Molly Vandemoer**

Development: Emily Dellenbaugh and Elizabeth Barry

FINN

Caleb Paine

Philip Toth

Development: Luke Muller

LASER

Charlie Buckingham

Chris Barnard

Development: Erik Bowers

LASER RADIAL

Erika Reineke and **Paige Railey**

Development: Haddon Hughes

NACRA 17

Michael Easton and **Katie Pettibone**

Sarah Newberry and **Matthew Whitehead**

Development: Jeremy Wilmot and Louisa Chafee

MEN'S RS:X

Carson Crain

Raul Lopez

Development: Ben Barger

WOMEN'S RS:X

Farrah Hall

Marion Lepert

Development: Solvig Sayre

SKUD-18

Sarah Everhart-Skeels and **Cindy Walker**

Ryan Porteous and **Maureen McKinnon**

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COLLEGE SAILING LIFE

TEAM SPOTLIGHT: BOSTON UNIVERSITY

STARTED IN 1937, the Boston University Dinghy Sailing Team is one of the oldest college sailing teams in existence. The Boston University (BU) Sailing Pavilion is located right on campus—a 10 minute walk from any academic building—and situated on the famed Charles River. "One needs to experience it, rather than read about it," says head coach Stan Schreyer, about the river, which can provide all types of sailing conditions. The sailors practice mainly in a fleet of FJs, but they also have six 420s at their disposal. Practice attendance is required three days a week, and in the off-season, the team gets together for workout sessions.

"Practice and regatta commitments are large demands on the sailors' time in-season, so we do not have organized team workouts then," says Schreyer. Schreyer is in his fifth semester of coaching the team and is assisted by a full-time assistant coach and several other part-time coaches that help out on weekends.

"I went to BU, and loved everything about my time here, as a student and a sailor," he says. "I want to create an environment that will allow BU sailors to thrive as students and as sailors."

In addition to his love of his alma mater and the sport, Schreyer also finds college sailing to be as level a playing field as one can find. "It is about talent and work ethic, not equipment, or spending money," he says, "Those that work hard, and care about the sport, will excel."

Sailing is a club sport at the university and although Schreyer runs the team, he also relies on feedback from his sailors and elected team officials. In terms of funding, the team has a large alumni network that helps support the team, as well as aid from parents and the university administration.

Among the schools and sailing programs in New England, Schreyer explains that given the location of the school and sailing venue, it offers a unique experience. "BU sailors can be immersed in the energy that Boston exudes one minute, and be on the water, totally removed from the city just a short time later," he says.

Schreyer will focus on the normal phases of the game with his sailors, boatspeed, boathandling, and tactics, and while it's always his goal to improve the team's results and win regattas, it's most important to him that each member of the team enjoy their experience at BU and thrive as both a student and a sailor.

"It is my hope to encourage their love of sailing, so they will continue to sail after college," says Schreyer. "This is a lifelong sport, and it is too much fun to stop doing upon graduation."

-Jennifer Vandemoer Mitchell

ICSA COLLEGE RANKINGS

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Coed	Total Points
1. Yale [17]	(359)
2. Charleston [2]	(333)
3. Boston College	(313)
4. Stanford	(302)
5. Georgetown	(286)
6. St. Mary's	(253)
7. Harvard	(221)
8. Tufts	(212)
9. Dartmouth	(207)
10. Navy	(189)
11. Brown	(186)
12. Roger Williams	(173)
13. Vermont	(161)
14. Fordham	(126)
15. Old Dominion	(98)
16. Hobart/Wm. Smith	(52)
17. South Florida	(45)
18. Coast Guard	(43)
19. MIT	(37)
20. Conn. College	(29)

Also receiving votes: Bowdoin, Wisconsin, King's Point, SUNY Maritime, Eckerd, George Washington, Rhode Island, Boston University, UC Santa Barbara, Cornell, California Maritime, USC, U. Penn

Women's	Total Points
1. Yale [13]	(258)
2. Charleston [3]	(234)
3. Bowdoin	(199)
4. Brown [3]	(197)
5. Georgetown	(171)
6. Navy	(155)
7. Coast Guard (tie)	(134)
Rhode Island	(134)
9. St. Mary's	(119)
10. Stanford	(111)
11. Dartmouth	(93)
12. Boston College	(88)
13. MIT	(70)
14. Vermont	(60)
15. George Washington	(33)

Also receiving votes: Wisconsin, Eckerd, South Florida, Conn. College, Harvard, Cornell, Tufts, Fordham, Old Dominion, UC Santa Barbara

19 coaches participated in the poll: SUNY Maritime, George Washington, Georgetown, Fordham, Eckerd, Stanford, UC Santa Barbara, Harvard, U. Penn, Dartmouth, Navy, Yale, Hobart/Wm. Smith, Coast Guard, Brown, Santa Clara, Cornell, Wisconsin, Vermont

Sailing World's College Rankings, presented by Gill and Sailors for the Sea, are determined by an open coaches poll. For more information on the poll, or on how your team's coach can become a part of it, visit sailingworld.com/ranks. The number of first place votes a team received is in brackets. *This is the second national ranking for the Spring 2015 season, based on results through April 8th.*

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THE FOLLOWING ACT

AFTER NEARLY 40 YEARS OF SHOWS, LECTURES, BROADCASTS, BOOKS, AND WRITINGS, IT'S EASY TO LOOK BACK AND REFLECT UPON WHAT HAS HAPPENED IN THE SPORT, AND AT THE SAME TIME, WONDER WHO AMONG OUR MILLENNIAL SAILORS IS READY TO STEP UP AND FOLLOW.

AFTER FINISHING A speaking engagement recently, a young and unfamiliar couple approaches me for an autograph. While I sign a copy of *Championship Sailing*, the woman says to me, "You are responsible for us getting together."

She's got my attention.

"Really?" I ask.

She explains: "We were at a party, watching your show on the America's Cup, and we started talking about sailing. That led to dating, and eventually buying a boat."

That was a first. I'd never before considered the romantic implications of my Cup shows.

I was happy to have sparked their courtship, and like this couple, many of you have thanked me for inspiring you to get out on the water. But I'd have you know that when I'm speaking to you I'm listening, too. I've learned what it is that makes you want to go sailing.

This knowledge, of course, has been gathered over the past 40 years and more than 2,500 lectures on our sport. Interacting with the audience teaches me what people like to hear about. It also tells me what to avoid. In turn, I've used this knowledge to produce television programs, films, and lectures. It's been a great and rewarding run.

Upon graduating from college in 1973, I spent a lot of time racing. Back then it wasn't cool to be a pro sailor, so I started my career by giving seminars and clinics on racing. As the years rolled by, it was clear that people love to hear unique stories and perspectives about sailing events. Through talks, articles, books, television programs and now the Internet, there are many more ways to get people enthused about our sport. The delivery method of these stories has changed, but whether it's print or digital, good stories and images never go out of style.

During my high school years I was always nervous in front of an audience. I overcame my anxiety by taking the time to prepare for every talk, anticipate the audience's expectations, and be enthusiastic. Interesting stories, unexpected facts, exciting images and a lively delivery give me the confidence to enjoy the experience, and not be fearful.

I also learned from watching others, including the late John Biddle. Mr. Biddle spent his summers filming sailing, and then over the following winter months he would give about 75 screenings. For many people, it was the only inside look they might have of the America's Cup or what it was onboard a Bermuda-bound raceboat. He had a dry humor and his movie pictures were artfully edited. Norris Hoyt was another prominent speaker, one who always had a fascinating yarn to spin.

Early in my career I was billed with two other speakers at an event at Mystic Seaport: Captain Irving Johnson and Rod Stephens. I was in my mid-twenties, so to me, they were old. Yet,



Jobson, at right, alongside his ESPN co-host, Jim Kelly, in Newport, R.I., in 1986, shadow *America II* as it trained for New York YC's 1987 campaign to win back the America's Cup.
Photo: Sailing World Archives/Robert Foley



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their stories were riveting. Each had compelling movies or pictures to show, and were enthusiastic speakers.

The great news anchor, Walter Cronkite, was a long time friend. When I first started working for ESPN some 30 years ago, I called him for advice. "Jobson," he said. "I don't have much advice, but I suggest you make every word count. Do your homework. Most of this information you may never use, but you want to have good knowledge in your head at all times. Be accurate. Don't say anything that the viewer can see for themselves, and if you don't have something interesting to say, it is better to just be quiet."

I took his advice to heart, and have used it ever since. It's still excellent advice for aspiring commentators.

Over the past 10 years, since recovering from a two-year cancer battle, I've given 1,094 presentations. I hear about the challenges facing yacht clubs and I'm always asked how we improve our sport. I use these engagements as an opportunity to ask successful people questions about their careers, and lives on the water. It's a fair exchange that's benefited me tremendously. As we know success and a support network go hand-in-hand. When I first started my career, I didn't realize that the connections I was making would be life long friendships. This networking helped me build the Leukemia Cup, launch initiatives that improved our sport at many levels, and make sailing more visible.

I now find it exhilarating to stand before an audience. I have my routine: start off with a few stories that combine humor with a message and then get right into captivating pictures, narrating them live. I can easily change the script to fit audience. A group of junior sailors reacts differently than college sailors. And a yacht club crowd is easy to please—they have bar tabs. Several short topics are better than a few long topics. Not everything works. I once thought it would be fun quiz the audience with sailing trivia. It bombed: everyone felt as if they were in school. Don't ask a lot of questions: people are uncomfortable answering, and potentially being wrong in front of their peers.

Political comments? Forget about it. No one laughed when I made a crack about bridge traffic in New Jersey last year. Salty language, of course, is always a no, and I never pick on someone in the audience. What the audience wants is perspective, and compelling information that they will not find anywhere else.

Sometimes I'll slide in a strong opinion or two. My favorite is nationalism in the America's Cup. I strongly believe that the America's Cup will shine brightly when all nationals compete for the country they represent. I'm a broken record on this, but I always get a strong round of applause when I make this point. Wouldn't it be nice for the stakeholders to listen to the people and put in a nationality clause?

I digress.

The highlight of my speaking career was in 1987, following Dennis Conner's victory taking the America's Cup away from Australia. It was a great patriotic story. That year I gave 82 presentations to a total audience of 25,547 people (Yes, in case you haven't noticed by now, I do keep count). That's an average of over 300 people per talk. In 2013 and 2014 my primary topic was the 34th America's Cup. I gave 217 lectures during the two-year period, but to an average audience of 147 people. The downside of public speaking, of course, is the travel. I get to the airport early, have a backup plan, and always have work to do during the inevitable delays. There's nothing glamorous about it, but it sure is great to see much of the world and meet many people.

In addition to my speaking tours, I've produced or narrated about 1,200 films and television shows. The original material that this has generated is an important record of sailing over the past 40 years. The footage is fascinating, but the real gems in my library are the interviews. I've conducted 550 interviews with many of the top sailors in the world, each one filmed and transcribed. There is no comparable collection of interviews with great sailors.

The inevitable challenge, however, has been where to archive this historical material. Thankfully, the New York YC has stepped up to preserve it. The officers understood the value of adding the interviews, footage, and many finished films to the club's library. Many sailors of the past have written memoirs, and given interviews, but seeing people on film adds a fascinating dimension to their respective narratives. At this writing, the club is working on a plan to produce features on many of the sailors, and develop films.

When I was going through my cancer treatments I resolved that, if I was lucky to survive, I would dedicate a majority of my time helping others. My efforts have included serving on a variety of boards, serving as President of US Sailing, and most recently on the Executive Committee of the International Sailing Federation. Each board has its share of challenges and controversies, but I am more effective working from the inside than throwing arrows from the shadows. In recent years, I have been asked who, I think, will follow in my footsteps. To this, I can confidently say, "I don't know." This doesn't exactly bode well for all of us. It took me a long time to build up the speaking skills, the sailing credentials, and the confidence to be a voice for our sport. It's time for someone amongst our sport's next generation to stand and start delivering.

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PHRF, despite its shortcomings, continues to be the primary entry point for handicap racers. PHRF, however, doesn't encourage the development of new designs and models, and often discourages owners from participating.

Photo: Paul Todd/Outside Images

PRESSING ISSUES

SIMPLE PLANS ARE MOST OFTEN THE MOST SUCCESSFUL, BUT TRENDS IN THE OPPOSITE DIRECTION CAN BE TRACED FROM BOAT SHOWS TO HANDICAP RACING, WITH RESULTS THAT ARE LESS THAN FRUITFUL.

EACH JANUARY, the San Diego International Auto Show features more than 400 vehicles from 40 global manufacturers. Whenever I attend the show, I know I've seen virtually every realistic option available, from Bentley to Buick. Yet, when I attend a boat show, I never have that feeling. And there are a lot of boat shows. I receive invitations to many of them, but I have only the time, money, and purpose to attend two of them: the U.S. Sailboat Show in Annapolis, because it's so well attended by both the industry and consumers, and the Strictly Sail Pacific show in Oakland, mainly because it's convenient. There are plenty of suppliers I won't see at either, and plenty that I will see at both.

Jeff Brown thinks there are too many shows. His business, JK3 Nautical Enterprises, sells new and used boats, and Brown questions whether the boat show model in the United States is working for the buyer and seller.

"We currently participate in ten boat shows in our territory, from Seattle to California and Houston," says Brown. "We may display up to a dozen boats of our various brands, spending a great deal of money, time and energy. In addition to these shows, we participate in U.S. shows on the East Coast including those in Newport, Annapolis, Fort Lauderdale, and Miami. We spend a lot of time at boat shows."

While the purpose of an auto show is to market cars, the purpose of a boat show is more measurable. With few exceptions, exhibitors at boat shows are there to sell stuff. For guys like Brown, moving boats around to these shows is expensive and resource consuming. With so many shows, he says, quality is diluted.

"An alternative to the U.S. approach is to have one similar to the annual boat show in Dusseldorf, Germany in January. Boot Dusseldorf is the largest boat show in the world: It's all indoors, and has every major manufacturer in attendance—both power and sail. And what the Dusseldorf show does so well is it sells boats."

If I had to make a decision on what to buy, I'd like to see my options, and it's just too expensive for every boat provider to attend every show. Brown believes the Dusseldorf model succeeds for both buyer and seller.

"If I were thinking of buying a 40-foot sailboat," says Brown, "and had a specific budget in mind, would I want to attend a show where I could literally see every major manufacturer of sailboats in that size range, and be in an environment where special show incentives to buyers were being offered? Of course I would, and I suspect many others would as well.

"In the United States, if we had fewer boat shows, it would help manufacturers participate with new models and more selection," adds Brown, "and offer the boating public a better opportunity to compare more brands and models.

A lot of people attend shows for entertainment, and not to buy boats or equipment. That's good for the show operator, but not good for the exhibitors. But when it rains during the Annapolis show, which seems to be often, there are still crowds attend-

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ing. They are there to shop. I wonder if some of the smaller shows would survive as well.

A better boat show environment, however, is not a solution without a clear use for the boat. Farley Fontenot, Executive Vice President of Quantum Sail Design Group, believes the leadership in the sport needs to begin demonstrating better leadership.

"A couple of years ago we were talking about the future of our sport, expressing our thoughts on how to make it better for everyone," says Fontenot. "I look back to those conversations, and my thoughts today are the same as they were then."

Fontenot is primarily talking about handicap systems. Unfortunately, when it comes to handicap systems, there's no strong national or international leadership that mandates a direction.

"Sometimes we might have to look into the past for insight to the future," he says. "In our lifetime, there has been no stronger time in the sport than the days of the IOR handicap rule. IOR was the only rule of the time, so every design and boat were built to same rule. From one-quarter- to two-ton rating bands, they could all race together under one rule. And when those boats came off the international or national race circuits, they were sold to local sailors where they raced in local IOR fleets."

I've always felt fortunate for growing up when I did. I had color television as a kid, and got to compete in IOR racing before it imploded. I competed among the best in California, where the race programs attracted all the elite sailors in the region. And I got to the East Coast to race in the famed 40-foot class of the 1984 SORC, which had all the sailmakers, as well as Olympic and dinghy world champions. Since the demise of IOR, however, it's been decades of an alphabet soup of handicap rule acronyms that foster more confusion than consistency.

"Today we have many rules, all are good, but there's not one rule to guide prospective boat buyers on the correct direction for them to move into," says Fontenot. "Besides offering active international racing, I believe IOR was critical to the big picture of the sport. IOR was where people went who were willing to seriously invest in the sport. Big money was being spent as boats and equipment evolved. And because the financial focus was IOR, the cost to compete was minimized in racing fleets that should be the domain of working-class, casual sailors. It allowed people to enter the sport without fear of the stakes.

"Today, why can't the powers of the sport decide on one rule, declare that rule valid for ten years, with small modification every other year, and give the world sailing market a unified direction?"

All major championships, excluding one-design, he suggests, would be under that rule. "All designers could concentrate on that one rule," he adds. "The marine industry could, with confidence, direct our clients to designers or manufactures who were all working under the same rule and that there would be fleets for them to race against for years to come. And finally, when they're ready to move on to another boat, they would have a boat with a resale market in the next tier down."

The lack of strong handicap fleets has changed the landscape. A shift toward keelboat one-designs has occurred, with smaller boats now requiring fewer sailors to crew them, with the marine industry suffering through a reduction in equipment needed. And all those elite racers that had been be drawn to IOR-type racing? They are now filling the rail on these smaller boats, most charging a daily fee to crew, thus increasing the cost to compete in what would otherwise be a gateway into the sport.

"Having strong leadership to steer the sport toward one rule may seem so over simplified," says Fontenot, "but sometimes the simple plans are the most successful."

If there is anything we could all benefit from, especially in today's complex world, is a trend toward simplification.





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US Sailing Adaptive Programs in Action:

College of Charleston and Jacob Raymond



When Jacob Raymond returned from Iraq and enrolled at the College of Charleston in 2008, he couldn't shake the feeling of disconnection from his world. As a military policeman in the National Guard, Jacob rode convoys and survived a roadside bombing, but like many war veterans, he had a difficult time integrating into the college community. *"I'd witnessed the worst corners of the world, but for my friends it was like nothing had happened," said Jacob. "They were just living their lives."*

Jacob wanted to do something new, something that would connect him with the natural world, so he registered for Community Sailing Outreach, a for-credit course offered at the College of Charleston's Sailing Association. This community program is run by Greg Fisher, the College of Charleston's Director of Sailing.

When Jacob noticed that the association was hiring a dock attendant, he applied even though his only on-the-water experience was in a canoe. *"The manager was a former Navy guy, so he cut me a break and gave me the job."*

Since that time, Jacob has become an excellent sailor, accomplished racer and is now the Sailing Association's Educational Director.

> ***Sailing turned from a part-time thing, into a passion and now into a career. I love it.***

He is passionate about sharing the experience, and after volunteering at the Special Olympics, decided to start a wounded veteran sailing program at the association.

Charleston is a medical hub for veterans, and a perfect location for Jacob to offer learn-to-sail classes and host sailing clinics for disabled vets. *"These guys have given so much, it's the least we can do."*

The US Sailing Pioneer Grant awarded to the association will fund a fleet of adaptive boats for the Charleston, SC community of wounded veterans.



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Thank you to the many generous donors of US Sailing's Adaptive Sailing program for making it happen!

Our 2014 Pioneer Grant recipients are staffed by people dedicated to excellence in training and safety. These centers are prepared to meet the needs of people with visual, physical and cognitive disabilities. The sailing experience they provide has the power to transform lives.

Congratulations to our 2014 Pioneer Grant Recipients:

- College of Charleston (Charleston, SC)
- Bay Area Association of Disabled Sailors (San Francisco, CA)
- Lake Champlain Community Sailing Center (Burlington, VT)
- Traverse Area Community Sailing (Traverse City, MI)

US Sailing's Reach and 11th Hour Racing Collaborate in Support of STEM Education

In February, US Sailing announced a new partnership with 11th Hour Racing in support of the Reach initiative for STEM education. US Sailing is honored to receive a generous grant that will directly fund its efforts to grow sailing as an educational platform and bring more awareness to environmental and ocean stewardship.



We are thrilled that 11th Hour Racing has demonstrated confidence in US Sailing's Reach and put their valued resources behind this critical initiative,

said Jack Gierhart, Executive Director of US Sailing.

Reach has a unique ability to engage kids about STEM education through sailing, while teaching them about leadership, teamwork and self-confidence. This program directly addresses one of our country's most pressing issues – improving education, while introducing them to a fun and safe outdoor activity.

US Sailing is creating a unique and exciting Reach Hub program that supports organizations who are implementing these programs with schools, youth organizations, and various community partners. The Community Boating Center (CBC) in Providence, RI, the model Reach



was initially based on, will serve as a pilot program for this new Hub initiative. CBC has a proven track record of successful partnership building, increasing capacity of Reach programming, and successful student outcomes.

"Systemic change requires much more than a lesson plan – we need skilled and experienced people to provide the guidance necessary to break down complex and critical educational and environmental issues in a personal manner," said John O'Flaherty, Executive Director of Community Boating Center Providence. *"We are thrilled to serve as the pilot program for this Reach Hub initiative and deeply thankful for the personal vision and enormous generosity of the people at 11th Hour Racing for the opportunity for all of us to bring Reach to the next level."*

REACH
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The Junior Olympic Sailing season is upon us and we are as excited as ever for this year's series of events around the country. Every year, over 4,000 young sailors join the fun and excitement of Junior Olympic Sailing.

These Festivals are ideal for young sailors new to racing, as well as experienced junior sailors with Olympic aspirations. Junior Olympic Festivals improve racing skills, connect young sailors with new friends, and serve as a pathway for ambitious sailors with big dreams.

These events energize youth sailing programs through a mix of good competition and fun on and off the water. The all-new US Sailing Skill Builder Clinics boost the level of expertise at your yacht clubs or sailing centers by providing top-notch coaching for sailors and learning opportunities for program directors, local coaches, race managers and volunteers.



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The Sailing Leadership Forum is back! Join us for Sailing Leadership Forum 2016, a US Sailing signature event, at the Hilton San Diego Resort, February 4-6, 2016.

Leaders from sail training and education, yacht club and sailing organization management, race officials, and industry professionals will discover and learn from one-another. The Forum offers keynote speaker presentations and focused group sessions on a wide range of topics.

SLF 2016 will feature lively social events, hands-on activities, exhibitor displays and demonstrations, pre- and post- forum clinics and seminars for instructor certification, race management seminars, Safety at Sea Seminars, and much more.

All sailors have something in common – the importance of keeping sailing vibrant and strong for future generations of sailors. See you in San Diego!

SAVE THE DATE





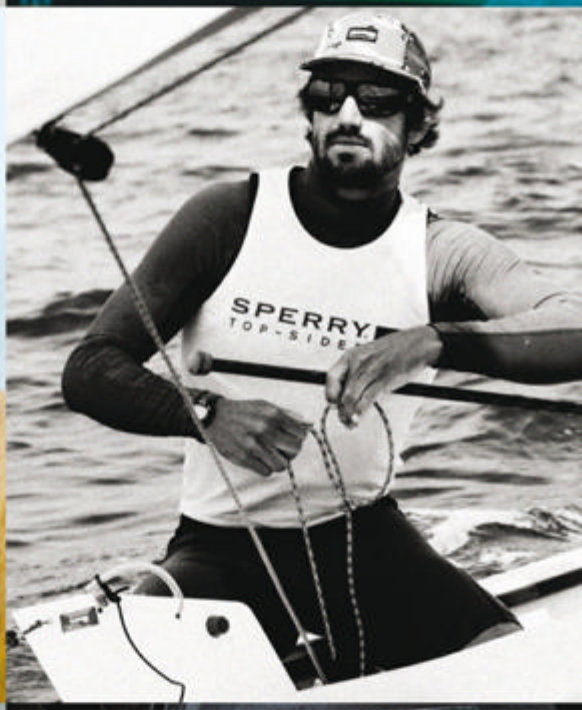
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FRANCOIS GABART

OCEAN RACING CHAMPION, RECORD BREAKER



François Gabart, the youngest competitor to win the Vendée Globe (in 2013 at the age of 29), awaits the completion of his 100-foot trimaran to assault solo-sailing passage records. Photo: Christophe Launay

THE GIFTED ONE

FRANCE IS THE UNDISPUTED BREEDING GROUND OF SINGLEHANDED OCEAN-RACING GREATS, NURTURING GENERATIONS OF ICONS AND LEGENDS OF THE SPORT, BUT ITS LATEST OFFERING MAY BE ITS GREATEST YET.



Behind tall corrugated doors at CDK Technologies in La Forêt-Fouesnant, France, is a state-of-the-art 100-foot trimaran, a curved and aggressive piece of modern naval architecture. It has François Gabart's name on it.

Inside the main hull, he's in discussions with the architects and builders. As the final assembly takes place all around him, he's nearing the moment at which his singlehanded sailing career will apex. He's only 32 years old, but within a year he'll take this monstrosity to task on sailing's record book, including a lap around the planet alone. If you think he's already the most talked about sailor in the elite world of singlehanded ocean racing, just wait.

Gabart became a household name in his native land after winning the 2013 Vendée Globe, emerging from relative obscurity outside of the sailing circuit. He was the youngest sailor of the fleet, at 29, and by all accounts, made the "Everest of Sailing," look like a 78-day hike in the Alps.

"After the Vendée Globe, my dream now is to sail around the world alone again—but with fewer speed and technology limitations to hold me back," says Gabart. "I will also combine two things I love: offshore sailing and multihulls. I am lucky to be able to do both."

Accomplishments aside, Gabart's charm has also catapulted him to stardom in France. His meeting with French President François Hollande at the presidential palace in Paris was well covered by the tabloid and mainstream press. He has appeared in many ad campaigns and on French national TV. As a brand, Gabart has generated handsome dividends for his sponsor, MACIF, a French insurance company, which invested more than 8 million euros in his IMOCA campaign alone.

How he has been able to reach the pinnacle alongside the world's greatest sailors at such an age? By comparison, his peers Franck Cammas, Francis Joyon, Loick Peyron, and Michel Desjoyeaux paid their dues over decades. Gabart has been at the top for less than 10.

"He is young, and there are not many true champions in offshore sailing," says Marc Guillemot, third in the 2008-2009 Vendée, "But he is nevertheless part of a small circle of champions that includes Cammas, Joyon, Peyron, and Desjoyeaux despite his young age."

Desjoyeaux, Gabart's longtime mentor and coach, once told me his most important trait was his work ethic. Guillemot agrees: "Gabart did not just snap his fingers and suddenly become successful. If there is one thing you can say about him, it is that he is a hard worker."

Guillemot remembers, for example, how Gabart "had done his homework" when they were training together at Port-La-Forêt, France, for the Vendée Globe. Guillemot was struck by the questions Gabart put to veterans. "He wanted to know which sails they used, their tactics, and the reasoning behind the decisions they made depending on specific wind and wave conditions and geographic position," says Guillemot. "He had it all in his head. He had really studied and analyzed every route in precise detail."

Gabart has talent, but that alone is not enough, says Guillemot. "Gabart is an acute observer of what others have done, so he can then do something even better," he says. "Besides his work ethic, he has the very unusual ability to combine advanced analytical skills and sailing talent. He also enjoys what he does."

"HIS COMFORT AT SEA IS ROOTED IN HIS CHILDHOOD, AND EXPLAINS WHY HE OFTEN SPEAKS OF BEING AT ONE WITH HIS BOAT."

Gabart also owes much of his success to sailing on one of the newest and most technically advanced IMOCA boats in the fleet, and being able to keep his foot on the pedal when others could not. While he acknowledges he took risks at times during the Vendée and the Route du Rhum, he says he never did anything "too radical." He knew when to hold back while others would have charged ahead, and that he had a good feel for the punishment his boat could take before dismasting or worse. "At times, I was sailing down waves at 30 knots," he says, "but I knew the boat was probably not going to break on me. I don't think I take more risks than others, but judging that is really subjective. If you've done the training and know the boat, it's about sailing faster than others can without necessarily taking more risks."

His comfort at sea is rooted in his childhood, and it's this connection that explains why he often speaks of "being at one with his boat" and never getting ill, whether he is beating up and down 20-foot wave troughs or running with a 10 knot breeze over a sea as flat as a lake.

"I have never been sick in my life, which is an advantage," he says.

The son of a successful dental surgeon, Gabart began sailing on his father's boat before he could remember. One of his fondest childhood memories is when, at the age of seven, he sailed to the United States with his mother, father, and sisters, spending more than a month with family friends in the suburbs of Washington, D.C. His parents drilled his schooling, even while they were sailing. He still relishes his time—in all places—at Disney World.

"I was a kid finishing his school year in the boat so I could get to realize one of my dreams: to go to Disney World after the school year," he says. "It was one of the best years in my life."

After his family sailing adventure, Gabart continued put in the hours, learning to sail on a national level while pursing the academically rigorous French Baccalauréat high school degree. During that time, Gabart won the French Optimist dingy championship in 1997, the French Moth Championship in 1999, and the Tornado Junior World Championship in 2004.

Upon graduation from the elite Institut National des Sciences Appliquées de Lyon with a mechanical engineering degree in 2007, Gabart entered the professional sailing circuit, finishing second in the Transat Jacques Vabre alongside Kito de Pavant in the IMOCA category in 2009. The following year, he was second in



To prepare for the 2014 Route du Rhum, François Garbart trains in the harsh conditions off South Brittany, France. Photo: Jean Marie Liot/DPPI



the Solitaire du Figaro, a feeder to the big leagues.

Gabart's training as an engineer has had a strong influence on his sailing career, he says, but long-distance solo offshore sailing is certainly not a rational sport, either. Indeed, he says, you have to be half mad to want to sail around the world in a large carbon drum that is as Spartan as a prison cell. There is the mental and physical stress, and the emotional highs and lows when spending 22 hours awake, constantly occupied with fixing breakages, tending to the sails, or obsessing over one's isolation. "You really have to be crazy," he says. "You also have to have a sailor's sense to win and it is ultimately not completely rational."

After winning the Route du Rhum transatlantic race in the IMOCA Class in 2014, Gabart has been razor focused on his next endeavor. He divides his time between training and offering his input during the construction of the MACIF. He also swims, jogs, or cycles everyday when he's not at the boatyard.

"I am trying to learn as much as I can about the boat before I sail it in June," he says. "If it breaks, I want to know how to fix it."

The boat will account for a huge chunk of MACIF's 25-million euro budget for the project over the course of five years. Once the boat is put in the water, Gabart plans to first test it in the Med before sailing it in the Atlantic in 2016. He's obviously thinking ahead to his first attempt to break the around-the-world solo record in 2017, "solo" being the operative word.

"Sailing with a team is not my goal," says Gabart. "The target is to sail really fast around the world, in less than 60 days."

Eventually, he says, he hopes to foil alone offshore on a boat like MACIF. It won't happen tomorrow, but why not in a few years.

"I just hope that it happens in my lifetime, whether it will be in five, ten, or twenty years," he says. "It's about the future of sailing, really."

For certain, he'll still be in charge when that does finally happen.

—Bruce Gain



PETER BURLING

GOLD MEDALIST, HIGH-PERFORMANCE PRO

MAN OF PLENTY

NEW ZEALAND'S MOST OUTSTANDING YOUNG HIGH-PERFORMANCE SAILOR DOESN'T SAY MUCH, BUT HIS RESULTS DO SPEAK VOLUMES.



Winning the 2015 Moth World Championship, Peter Burling, 24, sailed a remarkably consistent series in challenging conditions. Photo by Thierry Martinez/Sea&Co.

At the 2015 McDougall and McConaghy Moth Worlds in Sorrento, Australia, 160 gladiators enter the ring to find out who's the best at flying on foils. There are world champions, Olympic medalists, and all but one current America's Cup skipper present, creating arguably the most talent-stacked fleet of high-performance dinghy sailors ever assembled. Once the final day arrives, many of the competitors are bloodied, bruised, and broken, with the exception of 24-year-old New Zealander Peter Burling, a relative newcomer to the cutting-edge class. After one final resounding win in heavy air, it's Burling spraying the champagne. His victory shocks no one.

Nor does an announcement that follows weeks later: The outstanding young champion will replace Emirates Team New Zealand's eminent skipper, Dean Barker.

The Boy from the Bay of Plenty is now the man.

Burling is the youngest sailor to ever represent his country in the Olympics, placing 11th in the Men's 470 in Qingdao at the age of 17. Four years later, in Weymouth, England, the young prodigy from Tauranga helmed his 49er to a silver medal with crew Blair Tuke. Since then, they've been lights out in the 49er, claiming two world championships and a slew of other international wins.

Establishing himself as a formidable up-and-coming helmsman in New Zealand yachting, Burling was handed the keys to Emirates Team New Zealand's entry in the inaugural Red Bull Youth America's Cup in 2013. The regatta, sailed in AC45 catamarans, was a fast track to the America's Cup. Controlling the 10-boat fleet throughout the regatta, Burling and his crew of 19- to 24-year-old studs were in a league of their own.

The boys went big after the win, painting San Francisco red with a well-deserved and equally legendary night of club hopping from Red Bull's double-decker party bus. Make no mistake, however, the

man is no party animal, although he's feral on the racecourse.

"We put in a massive amount of work, and don't get much down time," says Burling. "You end up having a few fun nights and fun little trips after things. It keeps you motivated to do it all again."

In the boat park during a regatta, Burling's all business. If he has the worst race of his life, he shakes it off and buries it. If he goes out and crushes the competition, he does the same, hitting every starting line with a focus and poise developed over a lifetime of competing at the highest levels in a variety of classes. All work and no play makes for a dull boy, however, and Burling is acutely aware of the balance he must maintain to avoid burn out.

"It's always a pretty hard one to stay balanced," he says. "You constantly have to re-evaluate and have your priorities in place. There are definitely times of the year when you have some down time and might go on a surfing or cycling trip, and just have a good rest."

During his Moth Worlds triumph, some top competitors were distracted with controversies; leaving the beach late, blasting the race committee on social media and in the press, and becoming rattled by poor finishes in non-foiling or excessively windy conditions. Burling, however, remained oblivious to the carnage and drama unfolding around him. He quietly and professionally went about his business, relying on remarkable consistency and downwind speed.

Whether due to his disposition as something of an introvert, or rather pre-meditated and owing to a unique media savvy gleaned from years in the sailing limelight, he's a closed book. He keeps secrets close to the chest and displays an aura of invincibility and unflappability. His competitors find him hard to read and the media struggle to engage him. On camera, he's the master of brief and vague sound bites: "Yeah mate, the boat's going well this week" or "We know where we can improve."

New Zealand hits well above its weight when it comes to yacht racing. The sailing-crazed island nation has a population of just 4.5 million, yet consistently produces much of the world's top talent, both in sailing and in boat building. The rich yachting culture is deeply rooted in Burling's psyche. Growing up on the North Island's east coast, he cut his teeth in Optimist dinghies and Elliott 5.9 keelboats, stoking a competitive fire that burns bright.

"The better you go, the better you want to go," he says nonchalantly in his humble, "aw shucks" manner. "The results started coming when I was in the Opti and I just carried on from there."

Emirates Team New Zealand teammate Ray Davies attributes Burling's ascension to the quality coaching he received early on. "Because he has great natural talent, and won a lot of races, he's had good people around him," says Davies. "It turned into a snowball effect. His father, Richard, was really motivated and driven to give him all of the opportunities that he could."

Burling's father is still very involved in his son's Olympic aspirations as the New Zealanders look forward to Rio 2016 as gold medal favorites. And beyond Brazil's Guanabara Bay beckons Bermuda's Great Sound where Burling will hope to serve as Emirates Team New Zealand's helmsman. To earn the helm of the team's next expected entry, however, he'll have to outperform eight-time A Class Catamaran and ETNZ sailing director Glenn Ashby.

"The best guy is going to be in the best position," Burling acknowledges.

"At some point, your days are numbered and you wait to see who the predecessors are going to be," says Davies, who flanked Barker during the devastating loss to Oracle Team USA in AC34. "It's certainly going to be exciting to watch Pete and Blair. Many of the good sailors have not had the chance, but it's there for these guys. It's up to them to pick up the ball and run with it."

Today's America's Cup skipper is far different than he was less than a decade ago. With the transformational change from monohulls to the foiling catamarans, it's clear that "Pistol Pete" has arrived at a fortuitous time in Cup history. The new boats require pure athleticism and reward fast reaction times.

"It doesn't really work that well to be conservative in these boats," says Burling. "You've got to push it and send it."

Davies says his new teammate clearly has what it takes: "He has a great attention to detail and an engineering head on him. He understands the nuances on the boat really well, he's extremely fit and he's just a great natural sailor. When things are happening fast, he's really good at keeping the boat in the groove and his head outside of the boat at the same time."

Showing noticeably better downwind speed and control than any other foiling helm on the planet, while remaining cool as ice on tactics and managing racecraft well, Burling is well equipped for the long journey that awaits him as he steps into the role as heir-apparent to Emirates Team New Zealand's throne, once held by guys like Barker, Russell Coutts, and Peter Blake. He's young enough to remain at the top for many years to come, yet old enough to have already established his own legacy.

It's quite fitting that, on his way to work at the ETNZ base in Auckland's Viaduct Harbour he must pass by New Zealand's Maritime Museum and its monuments to Kiwi icons, Grant Dalton and Blake. Talented beyond belief, strong and fast, and with maturity beyond his years, Burling is poised to become the superstar of a generation and the stuff of legend himself.

-Ronnie Simpson

In a major shuffle of leadership at Emirates Team New Zealand in early 2015, Burling was put atop the chain of command.
Photo: Chris Cameron/Emirates Team New Zealand


OMEGA
TOYOTA
Emirates TEAM
NEW ZEALAND

LASER-F

AN OLYMPIC CAMPAIGN DEMANDS FOCUS AND COMMITMENT LIKE NOTHING ELSE. CHARLIE BUCKINGHAM IS UP TO THE CHALLENGE.

CHARLIE BUCKINGHAM
OLYMPIC ONE-DESIGN

Charlie Buckingham is near the top of the international Laser fleet. The 26 year-old, from Newport Beach, Calif., has been competing in the Laser full time since graduating from Georgetown in 2011. He is well on his way to the Olympics, but it won't end in the shadow of Rio's Sugarloaf Mountain for Buckingham—he's got his sights set on where the Olympic road can take him.

"My short-term goal is to make it to my first Olympics, and that's really what I want to accomplish," he says. When we connect by phone, he has just wrapped up a US Sailing Team training event in Rio, and is enjoying some rare downtime in preparation for his next competition in Palma, Spain, diving full time into Olympic preparations. After Rio, he says, he'd like to continue an Olympic campaign but would be open to different genres of competition that align with his goals.

Now, his time is filled with on and off the water training and the logistics of running a powerful Olympic campaign. He estimates he spends an average of 15 days a month on the water, with some capacity of physical training 20 days a month. On top of that, traveling takes up another few days, as does logistics and planning for upcoming events. "As far as training days versus competition, it really depends on the goals of the season," he says. "A season with the goals of getting fitter and faster would have a higher ratio of training versus racing days, whereas a season focused on racing might be the other way around."

Fortunately for Buckingham, not only the sailing, but also the intense travel schedule aligns with his personal interests. "My two biggest passions outside of sailing are surfing and traveling," he says. "Surfing is purely for recreation. For me, it is the best way to switch off from sailing with the added benefit of tricking you into exercise. If I'm not sailing, traveling, or surfing, then I'm probably making up for lost time with my family and friends at home in California."

With the support of US Sailing Team Sperry and his title sponsor, David Pyle from West Coast University, Buckingham has main tained control and flexibility in his campaign. "I'm just taking advantage of all of the opportunities I have at the moment," he says. "The extra support from West Coast University allows me to make sure that every aspect of my campaign is as good as it can be. At the moment, I'm extremely fortunate and grateful for the support and see this as a very good opportunity in my build up to Rio."

US Sailing Team Performance Director Charlie McKee says Buckingham is one of the most dedicated young sailors in the country. Between all of his international travel, which allows him at most two months at home with his family during the year, and the intense pressure of Olympic-level competition, its his impressive motivation that makes him the center of attention. "I'm focused so much on improving and working toward this major goal that, oftentimes, the hardest things is to switch off that focus and recharge," he says. "It's easy to forget that I'm doing something really cool and I get to travel to all of these amazing places around the world when I'm so dedicated to trying to do well and constantly improve myself to be the best sailor I can be."

That ideal sailor extends beyond on-the-water skill. To Buckingham, a good sailor is strong in holistically managing a sailing campaign from the ground up "It's not just sailing," he says. "Campaigns are about managing all of the small details that facilitate performance on the water—from your equipment to making sure you're working with the best people, fundraising, and working on your physical fitness. Sailing has a huge mental aspect to it, as well."

Buckingham mastered his mental competitive strength during his four years sailing at Georgetown. "In a single college regatta, you have 18 races where you usually go upwind and downwind 36 times each, and you are bound to make mistakes," he says. "But, it's how you recover and get better from them that makes the difference. This way of thinking also applies to the larger picture of sailing as well, whether you are looking at performance over the course of a single competition or complete season."

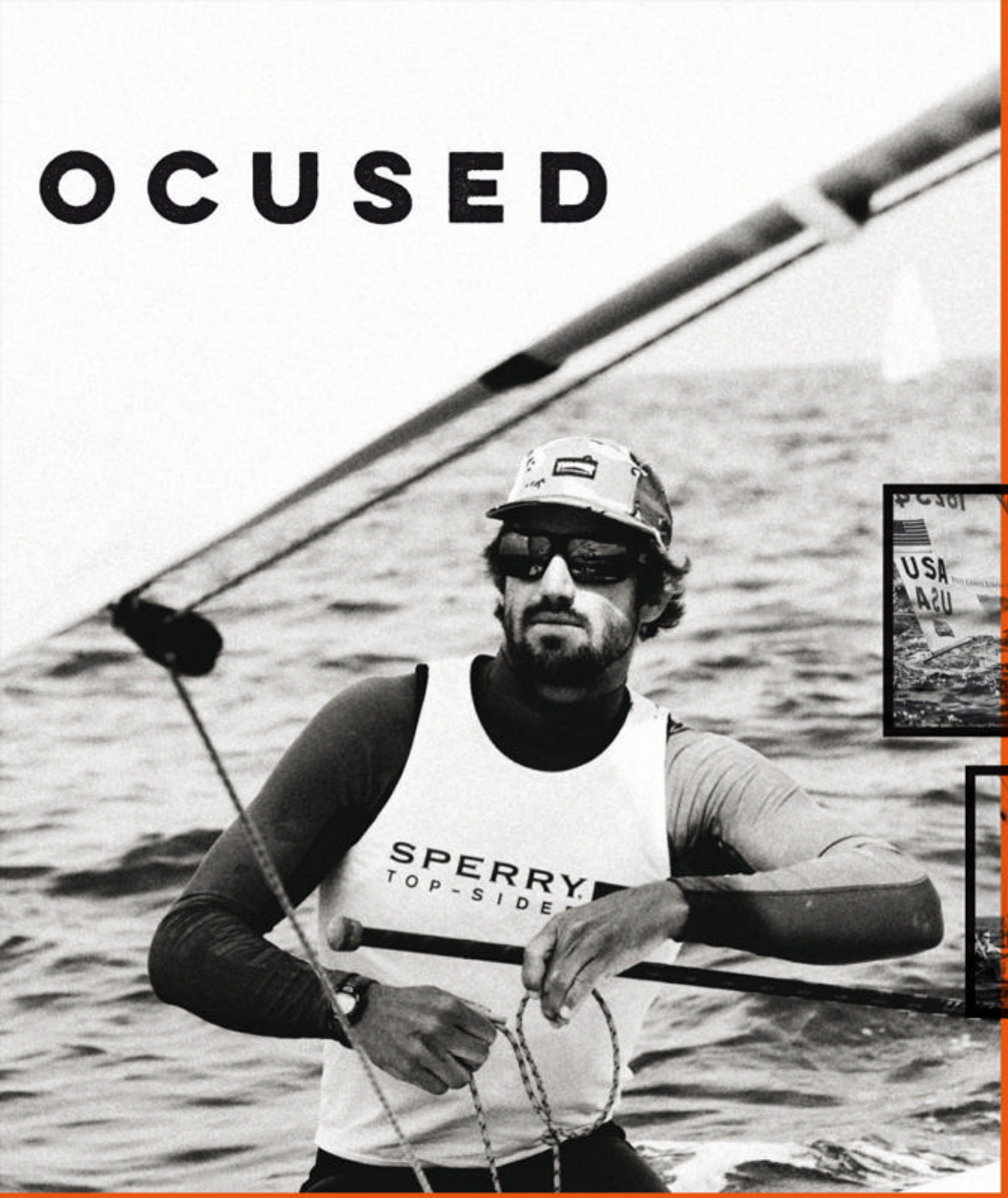
His determination came into play during his role as a helmsman in the Youth America's Cup in 2013, where his team, USA45, finished last. "Our team learned a lot on how these huge sailing campaigns are managed when there are a lot of different pieces to the puzzle," he says. "The whole experience of being immersed in the America's Cup environment in San Francisco that summer opened my eyes to how these teams really think every aspect of their campaign through to maximize their potential."

Like most young sailors at the time, Buckingham was particularly inspired by what Oracle Team USA was able to achieve at the same venue. "The odds were completely stacked against them," he says. "But it didn't stop them from improving until they crossed the finish line of race 17. I think one can really learn from that philosophy and apply it to their own sailing, no matter how big or small."

With the 2016 Summer Olympics just a year away, it's only natural

"I've had the good fortune of working with coaches Mark Littlejohn and most recently Ron Rosenberg, on top of all of the support that the US Sailing Team Sperry Topsider is providing," says Buckingham of his recent success. In March, he was officially named to the 2015 US Sailing Team Sperry and plans to represent the United States in the 2016 Olympics. Photo: US Sailing/ Mick Anderson

OCUSED









that Buckingham is looking beyond the next year of competition. "I have thought about doing other sailing like the America's Cup down the road," says Buckingham. "In the America's Cup especially, it's an exciting time because a lot of those teams are recruiting from Olympic sailing. I feel I have a lot of personal improvement I can make in Olympic sailing, but if I can show value through my Olympic campaign and someone wanted to recruit me, I'd certainly be very excited at the opportunity."

With those goals in mind, Buckingham is buckling down to finish out this Olympic quadrennial at the top. As a solo-campaigner in a standardized boat, the onus is entirely on him. "The beauty of the Laser is that it comes down to the skill of the sailor, not the equipment," he says. "This puts a premium on having better technique and racing skills than the guy next to you. Since every day spent on the water, either training or racing, is different, the opportunity for learning and getting better is always there.

"Sailing is a sport where the process of improvement never really ends. No matter what it is, if there's something I can do that will help me perform better, I'll be working on it."


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RIG SHOP

FOR THESE TWENTY-SOMETHINGS, SERVICING SAN DIEGO'S RACING FLEETS HAS TURNED INTO SOMETHING FAR GREATER.

As a 26-year-old transplant from Bellingham, Wash., David Servais had a lot nerve starting up a rigging business on San Diego's cutthroat Shelter Island. The economy wasn't exactly humming and there were more established riggers than jobs. But youth and blind ambition can often be the best startup capital. That, and the $6,000 he got from selling his Soverel 33. It's the classic American success story: From a mothballed 50-foot semi trailer has emerged Southern California's preeminent rig shop.

"When we started, there were a lot of older guys around here who'd made it big during the America's Cup in the '90s," says Servais, now 30, when we meet at San Diego Boatworks, on Shelter Island Drive, across the street from Fiddler's Green, the iconic restaurant that claims to be the "former home-away-from-home" of the victorious 1995 New Zealand America's Cup challenge. "But they're all close to retirement age now. There were a lot of people who were like, "Who are these kids, and who are they to butt in and take market share?'"

Unbeknownst to his detractors, Servais had put in plenty of time—he'd been working in boatyards since he was 11—and instead of elbowing for territory, he and his wife and business partner, Julie, took a more holistic approach. "The best thing we could do was just make the sport better," he says. "Our theory was that we're all fighting over the same pie, so if we make the pie bigger, then everyone gets a bigger piece."

That meant immersing themselves at San Diego YC. Servais is the club's fleet captain, Julie chairs its signature event, and they're launching new events that serve a resurging racing scene. "We're slowly seeing big-boat sailing coming back to the West Coast," he says, "which goes back to our original theory: We may not get all these boats as customers, but that's OK because our customers will have more competition."

That's some serious forward thinking, but for Servias, it's common sense. Growing up in Bellingham, he washed kayaks and did boat repairs at a small boatyard, before running the office (at age 13). Eventually, employees of nearby Samson Ropes gave him free scraps and splicing lessons in exchange for washing their Etchells. When he was 20, he escaped to warmth and sun of San Diego for a coaching gig at J/World, where he met Julie, a New England transplant herself.

It didn't take long for the couple to make the leap: "We talked about it and agreed we could do our own thing," says Servais, who was working at another Shelter Island rig shop. Once they parked their trailer in Driscoll's Boatyard, they started with one client: Victor Wild's TP52, *Bud*. "I taught him how to sail," says Servais. "He was a 70-year-old guy who wanted to get into racing but didn't have any crew. He was our first big client and it was a good, steady program to get us going."

Before long they were pulling in customers from the yacht club, too. "There were a lot of members that said they'd support us," he says, directing my attention to a large flat-screen TV mounted on the wall above his desk. On it is a colored matrix of jobs in progress. "We've probably got more than 300 different customers today, and the amount of boats we work on at the club is astronomical—I'd say well over half of 'em."

"ON ANY GIVEN DAY, THE BOATWORKS SQUAD EXPANDS ITS SKILL SET INTO THE DARK ART OF CARBON COMPONENTS."

To better serve a blossoming customer base, they sold off the trailer and hung a shingle at their current location. Behind the glass storefront is steady buzz of activity: At left of the entrance is its only desk, flanked by a 50-foot bench that runs clear to the back of the building. At right is a machine shop, where Ransom Morse, another right-coast transplant, is swimming in piles of winches and parts pulled for service from the legendary *Kialoa III*. Behind a door in the back corner is the composite room, with carbon projects in various stages of completion. "It still has the feeling of being in our trailer," says Servais. "Only now it's like a double-wide."

On any given day, the composite shop is laboratory, as the Boatworks squad expands its skill set into the dark art of carbon components. They're not making big, structural stuff; it's bowsprits, tillers, instrument pods, trophies, and anything else they can think of to get their hands dirty. Working with composites is necessity these days, says Servais, as is servicing hydraulics. "There are hardly any companies on the West Coast that can do yacht hydraulics reliably," he says, "and it's become just another offering for us. It gets us onto projects that we might not otherwise have be able to work on."

With its growth in square footage, the team has grown as well—most of them have been with Servais for less than a year, and all of them are in their 20s and 30s.

"As we came in here, we pulled in a couple of guys that had worked for other shops," says Servais, "guys who wanted to be on the cutting edge. They liked what we were doing and switched over, so we've ended up with the best riggers in town." As Servais surrounds himself with talent, he admits to assuming a role as office manager. On the day of my visit, Julie is home with the couple's toddler, but she's plugged in remotely. As customers come through the door, dropping off halyards and hardware for service, the place is humming: conversations drowned out by alternative rock and a whirring lathe.

"The guys project manage their own stuff, and we're flexible with the schedule," says Servais, pointing out rigger Will Suto, who's making a foil-control line for the ORMA 60 trimaran he's racing to Cabo San Lucas, Mexico, the following week. "If you're going to live in San Diego and work on boats for a living, it should be a pretty loose job. I want our riggers to be out there racing, getting experience, and developing customers, so for us, the more you go sailing, the better."

—Dave Reed



Like one big, happy family, the young owners and riggers at San Diego Boatworks are as active on the racecourse as they are in the surrounding boat yards. At left are founders Julie and David Servais, and "teammates" Ransom Morse, Will Suto, Matt Karhan, Scott Dalin, and Caleb McGuinness (not pictured). Photos: Paul Todd/ Outside Images





Mentored by top pro sailors, Victor Diaz de Leon is now striking out on his own and savoring the lifestyle. Photo: Paul Todd/ Outside Images

YOUNG GUN FOR HIRE

BADASS OR NICE GUY? AS A 24-YEAR-OLD PROFESSIONAL SAILOR, VICTOR DIAZ DE LEON ASPIRES TO BE BOTH.





He's a pup in the pro-sailing wolf pack, but those who know him say he's the real deal—the one to watch. Whereas many other naïve, young pro sailors expect their day rate to come easy, says Tony Rey, a highly respected veteran, Diaz de Leon is one of the few that "gets it." In other words, those who work hard, get the jobs.

Today, Diaz de Leon describes the defining moment that validates his career path. At Quantum Key West Race Week in January, Diaz de Leon was, for the first time, completely in charge of his own program, a J/70 owned by Dan Troutman and skippered by Troutman's 12-year-old son, Gannon.

"One of the important things I've learned is to have a routine, to try and go to bed at the same time to keep the energy-level high for the whole regatta," he says. "If you end up out late, even for one night, you're going to get worn down by the end of a long regatta. Key West is a perfect example. All my buddies were going out and I really wanted to go with them so bad."

Showing his maturity, he resisted Duval Street's siren call. "All week we pushed hard, we stayed in, and we got better," he says. "On the last day, I saw the forecast for 25 knots and I was sure we were going to be struggling with our young driver, but we had a bullet and two other good finishes to move up on the scores. We had energy, we were ready to rip, and it showed that it worked. That was the first time I was really in charge... I showed I can do it."

Behind his piercing green eyes and bushy black beard, Diaz de Leon is a genuine cat. He's quick to smile and eager to make new friends. In his business, everyone's an opportunity. When he talks, he listens, never breaking eye contact.

He came to the States from Puerto La Cruz, Venezuela, as a teen, sent by his parents to a relative in Maryland to learn English. Far removed from his buddies, his sailing, and his surfboards, he despised his suburban prison until a chance visit to St. Mary's College.

"I didn't know anything about that type of sailing," he says. "They had no idea who I was, and when I told them I sailed Optis, and that I got second at the North Americans, they were interested and thought, 'OK, maybe we can use this guy.' I thought I'd be good, but everyone there was a badass and really schooled me. I'd never team raced, so I was horrible and hated it at first."

After a respectable collegiate effort, Diaz de Leon coached for a spell before moving to Miami and landing a ride in the Etchells fleet. It was here where he sailed against and met his mentor, Willem van Waay, who took him under his wing and switched him on to the pro-sailing lifestyle.

"He said, 'If you want to do this for work I can help you out,'" says Diaz de Leon. "He hooked me up with jobs, but also showed me how to put in the work—to be the first one at the boat and last one to leave."

As it goes in the tight-knit Cat 3 world, one connection led to the next, and Diaz de Leon happened to find himself in the steely-eyed gaze of Rolex Yachtsman of the Year Bill Hardesty. "I was at the Sandbar, in Miami, and this guy is staring at me, and I'm like, 'Who's this weirdo?,'" says Diaz de Leon. "We start talking and he says, "I'm Bill Hardesty," and I'm like, "Holy shit, this is Bill Hardesty? He's a badass.'"

Van Waay had recommended the youngster to Hardesty, and the star-struck up-and-comer was soon racing with Hardesty in San Diego. "It was intimidating doing tactics for a guy like that," says Diaz de Leon, "but luckily he was yelling at his father in law and girlfriend more than me, so that was all good."

Ever the sponge, he says he learned from Hardesty the importance of accuracy. "He has marks everywhere on the





Pro sailing for day rates, says Victor Diaz de Leon, has come through opportunities and key mentors like Willem Van Waay (above, at right). Photo: Paul Todd/ Outside Images

boat," says Diaz de Leon. "He's a believer in testing, and finding which marks are fast. When we'd go around the leeward mark, for example, we'd go right to the marks on all the sheets, and just hike and go fast while everyone else is looking at their sail trim.

"I also learned to have a routine and a process to every regatta: Go to bed early, show up early in the morning to dive the boat ourselves because we don't trust a diver. Check the rig with calipers at night, put it at base, and check again in the morning so we know nothing moved. It has to be perfect."

From Van Waay, he says, he gleaned the vital nugget of work ethic: "A lot of pros I see don't take it serious. After sailing, they're having drinks and hanging around. I think eventually they take it for granted. I'm young, and I'm sure a lot of young guys would love to have the opportunities I have, so I know I can't screw it up."

His first "paycheck" came from Van Waay, who shared $300 of his own earnings during one Key West Race Week on board a Melges 32—as a promise for a top-five finish. "That was like ten days of work, and I was like, 'You're really going to give me that? I can't believe it, I'm styling! I was thrilled."

Today, his day rate, upwards of $800, varies depending on the class and the value of his contribution to the team, but he's well below the scale of the top guys around him. "I'm happy to charge more," he says, "but that's where I am right now."

It provides a living, he admits. He has minimal expenses, and he's living with his parents in Miami in the winter. He'll share an apartment in Newport, R.I., this summer, and his only indulgence of late is his foiling Moth.

"If you're a pro sailor, want to be a badass, and get the best jobs, you have to do some of your own sailing and prove yourself in some way," he says. "In your own sailing you can improve to be your own personal best. I'm thinking about changing my rig to a canting rig, fairing my foils, and getting really hands on. It's the coolest sailing ever, for sure."

The Moth is also meant to keep him grounded. "It was a bit of a problem when I started pro sailing because I need to be active when I'm not sailing. In San Diego, it was fine because I could surf all day, but when I moved to the East Coast there were never waves, so when I wasn't working I'd go to the bars. Newport and Miami both have a lot of chicks and it's fun, but I learned pretty quickly it wasn't taking me far in my pro sailing."

At the outset of his career, he says, he took every job he could, but he's now more selective, favoring teams that he enjoys and can help improve. He prefers teams that have more days of sailing because it's more money at the end, and they're typically more serious programs. He also looks for opportunities to tap into new markets and new boats that excite him.

"I'm not doing it because I want to get rich, he says, "but because I want to be doing it. I think a lot of pros have been at it for a long time and they're just eager to finish the day. Maybe they're just a little bit switched off. For me, it's still exciting. I want to win and do everything right, but I have a lot to learn."

The most important thing he took away from that final day in Key West, when Gannon Troutman crossed high-speed jibes with Tim Healy to win the final race, was that he could do it on his own. "That was my most satisfying moment of being a pro sailor so far," he says. "It was the first time I didn't have Willem or Hardesty on the boat. I proved to myself that I could do it, too."

—Dave Reed



DIGITAL PRO

APPLYING TECHNICAL SKILLS AND COMPUTER SAAVY TO HIS RACE MANAGEMENT, THIS YOUNG PRO IS NOT JUST RUNNING RACES ANY MORE.

From the deck of his race committee boat at the 2014 Melges 32 Gold Cup in Miami, PRO Anderson Reggio, one of an emerging new generation of race officers, conducts the day's affairs.
Photo: Sara Proctor

Anderson Reggio doesn't walk around with King Neptune's trident in one hand and an Apple prototype VHF/computer/chart plotter in the other. It just seems that way because of his three-pronged attack on professional sailing as a PRO, navigator, and data analyst.

As a 12-year-old, his father dragged him around to world-class regattas. His dad, Peter "Luigi" Reggio, is one of the all-time great principal race officers, and he'd take his son with him to work the mark boats. It wasn't until the Louis Vuitton Trophy in Dubai in November 2010, however, that the younger Reggio could see himself following in the old man's footsteps.

"That was a game changer," says Anderson Reggio, who'd been bartending in Newport for five years until that point. "It was the first time I worked at an all-pro event, and I loved it."

Now 33, Reggio isn't just a top-flight PRO. He's also become a well-regarded navigator and data analyst, sailing aboard maxi yachts and working with professional sailing teams.

"For me, the race management side of things is great," says Reggio. "But in the last couple of years, I've opted for a three-tier approach to the sport as a whole: race management, professional sailing, and data management.

"All three lend to one another," Reggio continues. "The more data I look at from boats, and helping a variety of teams get faster, the more I understand the mechanics of what makes a boat go faster around the course. And, the more racing I do helps me be a better race manager."

Reggio is among a new breed of race managers, those who openly communicate to competitors via a VHF radio rather than the international code of signal flags. It's a trait he picked up from his dad, whose communicative style is well known to many sailors and classes.

"Anybody who sails on my courses knows I bring two radios because I burn through one battery very quickly," says Anderson, laughing. "I don't want anyone to not know what's going on.

"An open, communicative style is becoming more common for PROs. Sailors want to know what's going on and want decisive people who know how to make the course fair and when to send people off. More and more PROs are putting in the time and effort into thinking like a competitor, when's the right time to go and when's not. At the end of the day, a good PRO shouldn't affect anyone's score in a negative way," says Anderson.

As the full-time PRO for the Melges 32 Class Association, Reggio has become split for choice. He says that it can sometimes be a tough decision whether to run a regatta or sail in it. In the past few years he's been a navigator aboard George David's Rambler 90, and he's currently the navigational assist/data analyst for Team Alvimedica in the Volvo Ocean Race. Like Neptune once ruled the seas, he has desires to one day navigate in the venerable round-the-world race.

"I'm not at the top tier for a Volvo, not yet," says Reggio. "The desire is there to do a lap, but I need a bit more polishing. I've only been in the game as a pro for three years."

At the end of the day, Reggio's three-pronged attack is a bit of job security.

"I want to be No. 1 in all three categories because there are opportunities in each one," says Reggio. "When I'm 60, I can still run races; I can still look at numbers and help a boat from afar. When I'm 60, I may not still be able to sail around world."

—Sean McNeill

ANDERSON REGGIO
RACE OFFICER, NAVIGATOR, SPEED ANALYST

SHAPE GEEK

WHEN THE OPPORTUNITY KNOCKED, THIS GUY HOOKED HIS ENGINEERING INTRIGUE INTO THE SPORT THAT KEEPS HIM THINKING.



The tools and software available to a modern-day sail designer were intriguing enough to pull Mike Marshall away from a career in civil engineering and onto the design team at North Sails.
Photo: Alexander Nesbitt

"Here, come on into my office, I mean, my hallway."

On this early morning in March, Mike Marshall, the 25-year-old sail designer from Jamestown, R.I., is hustling around North Sails' Rhode Island loft, prepping a small outbound parcel. As I shadow him from the shipping desk to his designated, unmarked cubicle, he's rushed. He has a lot to do before he's on the road—again—for 10 days of back-to-back Lightning and J/22 regattas in Florida. The barren workspace is literally the hallway connecting cushier offices and the loft's break room. His real office, he says, is at North Sails Design Services up in Marblehead, Mass., where he works alongside J.B. Braun, one of the best in the sailmaking business. On this day, he's just passing through the Rhode Island loft.

As one of the new blood on North Sail's design team, the fit, clean-cut, engineer-turned sail designer has projects stacked upon projects. Such is the life of a young, modern-day designer. He's not banking the salary he could as an engineer, but he maintains that the technology at his disposal, and the furthering of a sailing lifestyle, strikes a perfect balance. If it's fun, the saying goes, it's not work, and for Marshall, judging by his smile and enthusiasm when we meet, this job is enjoyable.

"Maybe I'm drinking the Kool-Aid," he says, "but the technology we have for studying wind flow and the depth of information it enables me to learn is unbelievable. What we can do with the modeling, with the tools we have, is beyond what most industries can offer."

Youngsters like Marshall are rare in the design team at North. He has a fraction of the experience of his bosses, but it doesn't matter. He's got the interest. A graduate of Connecticut College in 2011, Marshall finished with a degree in terrestrial and planetary geophysics. Apparently, the two fields have plenty to do with sail design: Part of what they focus on is how water and wind flow around structures, be it on Mars or Earth.

"I was into fluid dynamics and aerodynamics and thought astrophysics was great," he says, at one point studying the similarities of water flow on certain planets. For a senior thesis, he spearheaded a wind-flow study on the feasibility of generating significant amounts of energy with a wind turbine on his campus, a project that still gets him talking excitedly about wind profiles, onset flow, turbulence, and data collection, all topics relevant to the keen one-design sailor.

Once in the workforce, he dabbled in web development for the Rhode Island-based boatbuilder, Waterline Systems, which sponsored his young team's J/24 Worlds campaign, before joining an engineering firm as a fluvial geomorphologist—essentially studying rivers. "It was fluid dynamics, very interesting and all, but there was also a lot of routine to many of the projects. Engineering consulting is a great career, but at the end of the day, there's often not much new technology to apply.

"In the [sailmaking] industry, people expect innovation more," he says. "With the Olympic sailors, for example, they're looking for new things that will give them an edge against their competitors. They want to be able to make a change to one of their sails and know in advance what effects that change is likely to have. It's very gratifying to have these sailors come back after trying a new sail and say 'That's just the change we wanted.' It's North's modeling technology that allows us to do this. It enables a huge advance compared to the old ways of sail development. It's this impressive technology behind North's sail design that pulled me into the industry."

What also pulled him in, however, was a call from a few of North's higher-ups, just about the time he felt he might be ready for a change. A friend recommended him, and there came a higher calling.

"Suddenly there was this opportunity to combine my interest in wind energy, my love of sailing, and an interest in being on the leading edge of sail development," he says. "The captivating factor was the technology and to be able to use it in a challenging field. It was a thinking role, working alongside guys that are at the top of their game. That was the total catch point."

He didn't know the first thing about sailmaking, he admits, but came naturally into it with his background. Whereas many sailmakers start on the loft floor before they ever touch a design program, Marshall, dove into the technology right from the start, and that's still what he focuses on.

Now two years into it, he wears two hats: one designing sails for the One Design arm of the company, and the other taking on special projects at Design Services. "What's exciting is that, if I show an interest in something, I'm usually given the opportunity to take it on: If I can show that it can be done, they say, 'Do it.' I'm always stretched for time, but there are plenty of projects out there that really interest me. It's in my nature to always be taking more on."

—Dave Reed

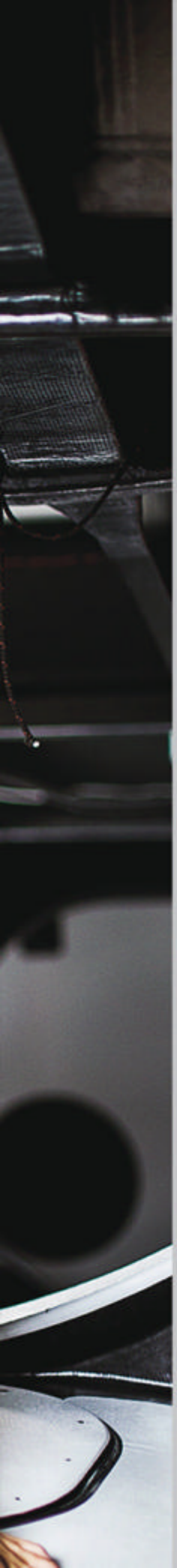

NORTH SAILS

THE LOW MAN

WHEN IT COMES TO SCORING A JOB WITH THE DREAM TEAM, SOMETIMES IT'S LUCK, BUT MOST OF THE TIME IT'S ALL ABOUT WHO YOU KNOW AND HOW DIRTY YOU'RE WILLING TO GET. JUST ASK THIS NIPPER.



WESTY BARLOW
PROFESSIONAL SAILOR, EAGER NIPPER



Weston Barlow, in the belly of Jim Clark's 100-foot *Comanche,* never thought he'd be working with such a high-profile program, but like the sponge he uses to dry its bilges, he's soaking in the experience.
Photo: Bobby Altman

When you're a hungry, young nipper on *Comanche*, one of the most radical raceboats on the planet, there's no job too miserable. What of the proven adage, "never do a shitty job well?" For one Weston "Westy" Barlow, it doesn't apply.

Today, at 7 a.m., the wiry 26-year-old is out of the apartment he shares with his girlfriend, to be at the boatyard by 8. The day's work list includes running a new luff cable inside a storm jib, finishing custom helming platforms for the owner that'll allow him to drive the beamy 100-footer, putting gas in the hydraulics, and of course, bailing the bilges.

As the nipper onboard Clark's *Comanche*, he's sponged plenty of gallons already, but he's never put air into hydraulics rams.

"I know very little," says Barlow, who's well aware he's working alongside some of the best paid crew money can buy. "I know very, very little," he admits. "Every time we do something, it's usually my first time ever doing it. Essentially we have lots of people that are good at doing things, but the boat is so big they can't do it themselves, so I'll hop around and help with whatever needs help at the time."

He is, he agrees, the ultimate nipper. "For sure. I'm lucky to be around these guys and learn from some of the best. I'm not going to turn into a boatbuilder or a sailmaker, but I will pick up some valuable skills along the way."

It's these skills, Barlow eventually explains, that's he's after. It's not about the glory or the paycheck. It's not a get-rich pro sailor lifestyle—yet. It's about the opportunity and a foot in the proverbial hatch. "I'd do it for less, especially for the experience," he says.

Barlow, a native Rhode Islander, didn't make his rise through the traditional sailing ranks. Instead, his father, a golf course manager, had a J/22 the family sailed recreationally. He mainly surfed and played volleyball, and with a passive interest in sailing, he joined the university's sailing team. Soon after, he was doing bow on local J/24s, Shields, and Swan 42s.

Then, by a matter of it's-who-you-know, he scored a ride with Team Argo, one of the top Melges 32 programs in the U.S. "It was about being available and having a good attitude," says Barlow. "That [Argo] came through Anthony Kotoun. I'd once helped him put non-skid on the boat. He went through his entire cell phone contact list, and I happened to be last, alphabetically. That was big, to be able to start sailing with those guys."

Two Melges 32 world titles later, Barlow was a sought after amateur. He never got paid, he says, so instead he scraped by as lobsterman, a golf caddy, and a kite board instructor. His break into the big-boat world came when doing bow with the TP52 *Hooligan* in Florida. Volvo Ocean Race veteran Casey Smith (*Comanche*'s eventual boat captain) was his roommate. "We had a big wipe out that took out stanchions," he says. Smith asked for his help with the repair. "I told him that I hope he knew that I wasn't a boatbuilder. I just tagged along and held the screwdriver and the light," says Barlow.

"YOU'LL GET YELLED AT. YOU JUST HAVE TO KEEP YOUR HEAD DOWN AND REMEMBER THAT IT'S USUALLY NOT PERSONAL."

Late last year he joined *Comanche*'s shore team during the boat's final build stage at Hodgdon Yachts in Maine. "Those first couple of days were the hardest," he says. "I was green as they come, trying to help, but I didn't have any real skills."

But still, everyone needs a nipper, and both Casey and skipper Ken Read saw something in him. "He's just a harder worker," says Read. "The kid will do anything you ask and do it well. He puts in his time."

Shortly after joining the team, he was accepted into Navy flight school, intent on flying jets, but quickly learned that he wasn't wired for the Navy, physically or mentally. "I bailed on that and gave Casey a call the next day," says Barlow who moved to Charleston when the boat returned to the States in January. "Luckily they were looking for someone."

Attractive as it may seem, the life of a nipper isn't easy. Thick skin is required. "You will get blamed for a lot of things, most of them deserved," warns Barlow. "Even if you have minimal involvement, you'll get yelled at. You just have to keep your head down and remember it's usually not personal. It's good they're yelling at you, because, if they're not, then they're probably already done with you and you won't be around for long."

Barlow says his daily motivation is to learn. "I'm surrounded by people that own 24-hour records, Volvo veterans, guys that are the best at what they do. I look at the potential. Where some people don't like to do stuff, like bail the bilges and watertight bulkheads, I'm happy to. The other guys have far more important things to do than that."

He is keen, however, to move beyond bailing. He's learning to service the deck hardware, the hydaulics, and other systems. And there are the deliveries, as well as the inshore races where he's called in as rail meat (lean as he may be) and sail shuffler. The boat's racing schedule is full through the end of the 2015—the Caribbean, Europe, and the Med—and wherever the boat goes he go with it.

His days will start with sunrises on the boat (anchor watch), followed by breakfast, charging the boat's batteries, sponging the bilges, and getting ready to race. And that means tackling all the lousy jobs that everyone else is overqualified to do so. They've already done their time, and for Barlow, he's perfectly comfortable with his place in the hierarchy.

"During the boat's first delivery to Charleston, we're ripping around at 25 knots—I've never gone this fast on a sailboat—on one of the coolest boat ever built, surrounded by so many really talented guys. And there I am, Westy from Narragansett hanging out with them."

—Dave Reed

DIVING RIGHT IN

FROM THE FLATLANDS OF NEBRASKA, THE ROAD FOR THIS YOUNG PHOTOGRAPHER LED STRAIGHT TO THE SEA.

JEN EDNEY & NIC DOUGLASS
EMERGING MEDIA





Jen Edney is usually a red helmet bobbing near the committee boat. Sporting her signature head protection, she balances a heavy, waterproof camera housing in one hand while clinging to the anchor line with the other. As boats barrel down the line, she captures the action from her favorite vantage point, and while she immerses herself in the action, she's careful to not get too close. She's easy to miss in the water, but her photographs are hard to ignore.

"I like to try to bring the viewer into the photo," says Edney. "Whenever I can actually get onboard the boats I do, because I like to pretend I'm showing my family, which doesn't sail, what I'm doing and bring them into the photograph."

Unlike most of her photo-snapping peers with a background in sailing, Edney is an anomaly, born and raised in land-locked Nebraska. Her introduction to photography came from her father, who still shares her passion.

While studying at the Brooks Institute of Photography in Ventura, Calif., Edney was assigned to photograph 16-year-old Zac Sunderland through his solo circumnavigation in 2009. While travelling for Sunderland she became hooked on sailing. Though always drawn to water through swimming, rowing, and waterskiing, her experience catalyzed a professional lifestyle that has since taken her to more than 30 countries and 40,000 nautical miles.

"Shooting is the easiest part for me," says Edney. "I do all of my marketing, accounting, and travel arrangements. There's so much of the business side that doesn't get done when I'm out shooting. It's good to be busy with work, but it can take its toll on other parts of the business."

Edney, who estimates she has been home three days in the past four months, values her time with family and friends as a chance to recharge and relax.

"Sometimes, I need to slow down and take time to find a real balance, whether I'm not working at all or just taking the time to catch up," she says. "Because I don't have kids, I can be flexible with my schedule, but with that comes the danger of pushing it too hard and allowing other parts of my life and my business to suffer. I have to keep that in check."

Edney, 32, feels her youth is an advantage as technology and equipment evolves. "I can be a nerd sometimes, when it comes to getting my hands on new gear," she says. "With people raising the bar all of the time, it's a good fire under your ass to continue to push the envelope, be more creative, and evolve."

To keep her craft—and her photographic eye—sharp, she occasionally steps away from the water to learn from other strong visual fields. "I like to see what people are doing in other industries, like fashion or outdoor sports," she says. "I see a shot I really like and I ask myself 'how did they get that?' Then, I try to recreate that in my own unique way, and translate that to making it work on the water. It's a difficult





Jen Edney shoots from the water at the Regatta Copa Mexico in La Cruz. Though she sometimes still shoots from a press boat, her on-board and in-water style what appeals to her fans.
Photo: Jen Edney

SAILING'S NEW SIREN

NIC DOUGLASS' RADIO SHOW BRINGS HER FANS UP CLOSE AND PERSONAL WITH SOME OF SAILING'S BIGGEST NAMES, AND SHE'S READY TO TAKE IT GLOBAL.

task, but I enjoy it."

The challenge, says Edney, is what motivates her to continuously evolve her style. "When I see what's happening in the adventure sports world, with skiing and snowboarding in particular, that bar is continuously being pushed higher and higher," she says. "There's an amazing group of talent in this industry, and I'm around it every day. My motivation isn't to beat anyone, but to match their innovations. Other people's work can make you think differently, and I think it's something sailing could use a little bit more of."

Her desire to bring sailing photography to new perspectives has landed her in some interesting situations, most memorable being the America's Cup in San Francisco, where she decided to shoot Team France's AC45 as it zipped past overhead. "I like to be pushed out of my comfort zone, and in this industry I do this nearly every day," she says. "I like the feeling of being pushed to the limits and maybe being a little bit afraid sometimes."

—Lisa Gabrielson

As "Sunsets" by Australian 90's rock band Powderfinger fades, Nic Douglass' 40th radio show begins. With her strong Australian accent, she starts in:

"I'm on the ground in Auckland for the Volvo Ocean Race Stopover. Two big firsts-my first time to New Zealand, my first Volvo Stopover, and there's so many adventures for you this week... Let's start the show with sailing news in sixty seconds-ish. "

After a quick rundown of sailing headlines, Douglass dives right in to live and pre-recorded interviews with Australia's VX One national champion, an Etchells PRO, and the crew of Abu Dhabi Ocean Racing. She's authentic and jokey, and her subjects embrace the low-key tone in kind.

Blonde and bubbly, Douglass is the personality behind the digital, radio show, Adventures of a Sailor Girl. Her hour-long broadcasts, peppered with rock music clips and personal anecdotes, connect interviews and commentary from international events and grass-

roots competitions. She refers to sailors by their local nicknames, and isn't afraid to poke fun of herself—as evidenced by her live broadcast of the Rolex Sydney Hobart Race start, when she kept her microphone live as she vomited from seasickness. Her style is anything but conventional, but she's doing it her way—and it's working.

Digital radio is rarely a medium that comes up in discussions of new media, but for Douglass, it's exactly where she has found her dedicated audience, and her calling to promote the sport of sailing. With the launch of a new app and podcasts, her candid interviews with sailors like Ken Read, Luke Parkinson and Iain Murray, are getting her noticed.

Adventures Of A Sailor Girl began in 2004, when Douglass launched a blog with musings and photographs of her sailing competitions. Nicknamed "Girly" by local sailors, the name stuck. In 2005, she blogged about her Tasar Worlds win with her father, and by 2008, in the midst of a match-racing campaign for the London Olympics, she took her reporting to the next level.

Failing to make the Australian Sailing Team was the catalyst for her foray into sailing media. "I had always thought I'd go to the Olympics, but I ended up supporting the sport in a completely different way," says Douglass. "Not qualifying threw me into the path of 'how else can I support the team or the sport?' and I started using Adventures of a Sailor Girl as a news outlet instead of a personal blog."

Capitalizing on a perceived lack of coverage coming out of Weymouth, she was determined to be the go-to source. "I was in touch with a lot of the sailors since I had trained with them, so I started with social media updates on the races," she says. "Suddenly, my following increased immensely."

A radio show with friends followed, airing on a local station in Sydney. "I came up with the name 'Sailing Chix' for this show, as we were three girls with various backgrounds in the sport," says Douglass. "The ratings for the Sailing Chix were not brilliant, but it did provide a good platform to see what could be achieved, especially in event-based broadcasting for sailing."

During the Sydney Hobart Race start in 2013, Douglass spied her opportunity. "I was standing on a point in the middle of the harbor and thought, 'I should be broadcasting from here, commentating the whole thing.' And that's where the idea came that I should do this independently of the station in order to have a flexible broadcast schedule. I knew that turning it into an independent media company would be an amazing option for the sport of sailing."

An investor backed her launch, and Sunset Radio was born.

On her own, she now produces weekly highlight shows as well as intermittent live broadcasts from events. She's approachable and attractive, making her a welcome addition to the male-dominated sailing press corps. Douglass still sails competitively in her local Tasar and Etchells fleets. Remaining in touch with the sport, she says, keeps her credibility.

"The sailors like to talk to me because they can tell I'm a sailor and I know what they're talking about," she says.

In an effort to reach beyond her mostly-Australian audience of a few thousand, Sunset Radio recently launched an App and podcasts, making her broadcasts available on the go, anywhere. "We're going to focus purely on sailing, everywhere in the world," says Douglass. "It's a radio station for sailors, by sailors. I'm aiming to have local shows as well as a worldwide show. So, now it's about finding other adventurers and roving reporters who want to contribute and do their own shows in their areas."

Her willingness to share it all with her followers—from her interviews with Volvo Race crewmembers to her breakfast choices—is what makes her relatable to the newest generation of consumers accustomed to a near-constant flow of content. Touting press credentials at the Auckland Volvo Ocean Race Stopover, she also posted Instagram selfies and brandished Koozies and hoodies with her photo and website URL.

Douglass is focused on self-branding and marketing herself as the center of Adventures of a Sailor Girl, but she hasn't lost sight of the original mission. "I think sailing is the best thing in the world," she says. "It deserves so much more coverage than it gets. I really struggled to get sponsorship for my Olympic campaign, and with the amount of effort and power that's involved in the sport it should be getting much more attention. I hope that I can be a part of the solution for that."

—Lisa Gabrielson



Edney (L) and Douglass met for the first time in Auckland at the Volvo Ocean Race stopover. The two became fast friends on board Team Alvimedica during a Pro-Am Race, where they bonded over their love of sport and media.
Photo: Jen Edney



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Yale Sailing's Ian Barrows, Graham Landy, and Marly Isler at NEISA Match Racing Championships.
Photo: Robert Migliaccio

The Ultimate Team Sport

College sailing is a unique experience that can, in fact, lead to greater good. Those who look back on years of high-intensity drills, practices, and races, and the lasting friendships that come as a result, will agree there is no better course on campus. "For many college sailing alumni, it is the defining experience of their college years," says George Washington University Sailing Coach, John Pearce. "Every school, team, and student are different, but if you invest time and effort into college sailing, you stand to add a huge amount of value and meaning to your undergraduate education. Plus, you'll graduate as a way better sailor than you were four years before." We'd add to that, a far better person: experienced, cultured, and connected. —The Editors

The team that first brought sailing onto its campus in 1881 is now firmly on top of college sailing, and looks as if they could be there for a while.

Bulldog Dynasty

BY CHRIS LOVE



Halfway through the final day of the 2014 Spring Coed Nationals, the writing is on the wall. One team is way out in front in both divisions, and the lead is growing with each passing race. It's the same school that won team race nationals with a nearly undefeated record days before—the same team that also finished inches shy of a Women's National Championship title. That school is Yale, and they are in the midst of building a sailing dynasty.

Since 1977, when Team Racing Nationals switched from regional representation to school affiliation, only the U.S. Naval academy was able to claim all three spring nationals titles at once, in 1991. Several teams have captured two out of three, but the last to do so was Boston College in 2008. Since then, more ICSA programs have stepped up their games in regards to recruiting, coaching, and practice, making it more difficult for a single team to dominate any of the three disciplines, let alone all of them in a single year.

So how are the Bulldogs doing it? Start with recruiting: Yale attracts some of the best freshman talent each year. It's an Ivy League school, and while the sailing team has enjoyed varsity status since 2002, not every high school senior gets in on sailing résumé alone.



Marlena Fauer ('14) and Charlotte Belling ('16) contributed to Yale's impressive 22-3 win at the 2014 APS Team Race National Championship.
Photo: Brian Schneider

"Because we really can't help that many people with admissions, more than half of our team are kids that get in and join," says coach Zach Leonard, a 1989 graduate of the program who has been coaching since the team went varsity 13 years ago. Perhaps he's a touch modest about his own involvement, though. Bill Healy, who joined as assistant coach in 2003, explains, "I'd say Zach spends over 50 percent of his time thinking about what's coming next. It's a huge part of the job."

Of course, in sailing, plenty of selective universities also have great sailing teams, so how does Yale attract the rare athletes who are both smart and talented? For Graham Landy, one of the stars of last spring's triumph, it was "the perfect balance."

"I think I'd be happy there without the sailing component," says Landy, "but the team offered a chance at lot of collegiate success with great coaching and great sailors on the team."

Maintaining a roster of outstanding sailors is something of a tradition. The school boasts five College Sailor of the Year honors, more than a hundred All-Americans and Honorable Mentions, three Fowle Trophies (college sailing's "Season Championship" award), and thirteen national championships. "Our history is pretty ridiculous: Dave Perry, Harry Anderson, JJ Fetter, Steve Benjamin, the McKee's [brothers Jonathan and Charlie]—it's crazy," gloats Healy, "all those medalists and world champions, the kids look at that and go, 'Yale, that's the place for me.'"

Of course, they've also been at it longer than any other team, founding the first college sailing club in 1881. Yale Corinthian Yacht Club, more commonly known by the acronym YCYC (pronounced yic-yic), stands in its original home in Branford, Conn., overlooking Granite Bay and the Long Island Sound. The venue itself is also a big draw for prospective college sailors, says Landy: "We can get anything from steady wind and large waves, to shifty stuff coming off the land that will be just as difficult as Mystic Lake [home of Tufts Univ. in Medford, Mass.,] or the Charles River [home to Harvard, MIT, Boston U., and others]. The ability to train for boatspeed and shifty venues is something that not a lot of other schools can offer."

Alumni are also supportive of the team, especially after last spring's big win. Senior crew and former women's captain Kate Gaumond remembers their alumni association dinner this past winter: "The entire class that had won the previous national championship in 1975 all came back. It's pretty incredible, you really do feel like you're part of something bigger and there are all these people that really care about how you do."

With memories of January's alumni rally lingering, this year's squad began its 2015 season much the same as other teams from the northern conferences—with a spring break training trip. The team chose St. Mary's College in southern Maryland for a week of practice in early March.

Unfortunately, there were several days waiting indoors for wind, but the sailors made the best of it, alternatively playing cards, reviewing video of past regattas, getting in an extra workout or two, solving New York Times crossword puzzles, or just chatting as if they hadn't been in each other's constant company all week long. Gaumond identifies this as another team tradition, their "coherent year-to-year culture of all really liking each other and liking to go sailing." She declares, of her fellow Bulldogs, "we're always ready to have fun. We're stuck here in St. Mary's with literally nothing to do, and it's OK. I don't wake up and think, 'Wow. I have to go sit with these people.'"

Part of the team harmony stems from its culture of leadership, which is not purely hierarchical. "Something I've noticed quickly in my short time working with this team," says assistant coach Zeke Horowitz, who joined last year, "is that the leadership roles are spread so far across the board. I think it all comes from a very strong individualism of all the players."

"PART OF THE TEAM HARMONY STEMS FROM ITS CULTURE OF LEADERSHIP, WHICH IS NOT PURELY HIERARCHICAL."









Generally people think about leadership coming from the seniors, says Horowitz, "but what you don't necessarily realize is that there are freshmen on the team who lead the older kids as well."

Operating as a club sport until a short time ago, the team holds dear their tradition of captainship, which turns over after each fall season to give the outgoing women's and coed captains a semester to mentor the incoming leaders. While originally intended to keep the organization alive and growing through generations of four-year







For its 2015 spring break training session the Bulldogs went to St. Mary's College where head coach Zach Leonard (below, in blue) took stock of his squad's ability to repeat its 2014 championship sweep. Photos: Chris Love (St. Mary's), Brian Schneider (Nationals)







membership turnover, these positions work in conjunction with the hired coaches.

This flexibility of personnel has been necessary in transitioning from last year's senior-heavy roster to one trending younger. Last May, Yale graduated three All-Americans, as well as a group of sailors that pushed the starters in practice and contributed to the team's domination of many multi-regatta weekends last year. Now a senior himself, Landy is ready for this shift: "We've really missed having [those graduates] and it's been an adjustment to the new team dynamic of a younger, more lively team that maybe takes a little bit more to reign in and focus at times—but that's a fun challenge, being one of the older kids who sort of knows what it takes to succeed at a high level, trying to mold the team into something that can do that."

The challenge is molding young talent into champions in a single year. "The strategy is the same when you are building a team with a lot less experience as it is when you have a great team," says Leonard. "The strategy is: 'Let's try to improve as fast as we can. Let's try to learn as much as we can as fast as we can.' Then the strategy is 'let's try our best to perform close to our potential as often as possible and get used to doing that.'"

It seems to be working. Freshmen Casey Klinger and KB Knapp, along with junior Marly Isler, have been working with junior and senior crews throughout the fall season to fill the women's B Division position, while senior Morgan Kiss and sophomore Natalya Doris have excelled in A Division. In coed fleet racing, Landy and sophomore skipper Ian Barrows are continuing where they left off, but they are interviewing candidates for the third boat of their team racing squad. Freshman Malcom Lamphere and sophomore Mitchell Kiss have traded off the skipper position in practice and in regattas, and both have found success.

Come the end of May, will the team be ready to reach the bar they set last spring? Because the team is different, Landy won't make any comparisons that exceptional outcome: "It's pretty easy to understand that every day on the water is a little bit different and you can't really compare one day to the other. You just have to focus on yourself and make sure you're ticking all the boxes along the way to register your performance."

At the end of the year, all eyes will be on the Bulldogs as they face the very best sailors of their generation. A few points in one direction or the other could make the difference on whose names go on the nationals trophies, but whether this is a record breaking year for Yale or not, this team has positioned itself as the team to beat. They have the machinery in place to be long-term contenders in a sea of high-octane collegiate sailing programs.

Even without the varsity status its regional rivals enjoy, the reborn Fordham Sailing team maintains its top status as it grooms its future.

Second Time is a Charm

BY GLEN DICKSON

It's March 11 at 3 p.m., on New York City's East River, and spring is in the air. The sun is shining, and the temperature has climbed to a balmy 58 degrees. Alec Tayler is ready to return to work.

"I'm excited to finally get back on the water," says Tayler, a sophomore skipper on Fordham University's sailing team, as he rigs up for the team's first practice in 2015.

Tayler and his fellow Fordham Rams are making up for lost time as they try to improve on a breakthrough fall 2014 season that saw them reach a best-ever national ranking of No. 6 in Sailing World's College Rankings. The team was supposed to begin sailing on February 24, but those plans were swept aside by a brutal winter that buried Fordham's Bronx, N.Y., campus in snow and left surrounding waterways clogged with ice.

Due to weather concerns, Fordham is joining nearby SUNY Maritime for their first week of practice instead of using its regular venue at Morris Yacht & Beach Club on City Island, where it keeps its 420s. The joint practice is not unusual. Like many college teams, Fordham often trains with local schools, including SUNY, Kings Point, and Columbia University.

Several warm days have eliminated most of the ice, though some large floes are still adrift as 18 Fordham sailors hit the water in nine 420s. They immediately get cracking in the gusty northwesterly, warming up with a rabbit start and some close-quarters maneuvering before dividing into three-boat groups to practice team-racing moves like downwind "pass-backs," where the leading boat in a group tries to control and slow the second boat to enable the third to pass. While their boathandling is rusty, the Fordham sailors practice efficiently, moving quickly from one drill to the next under the watchful eye of first-year coach Johnny Norfleet.

> "SEVERAL WARM DAYS ELIMINATED MOST OF THE ICE, THOUGH LARGE FLOES ARE STILL ADRIFT AS 18 FORDHAM SAILORS HIT THE WATER IN NINE 420S. THEY GET CRACKING IN THE GUSTY NORTHWESTERLY."

Norfleet, a 2013 All-American at Hobart, gives constant feedback as the sailors run through the drills, explaining possible moves and encouraging communication. He is trying to get the Rams ready for a series of team-race events leading up to the Prosser Trophy, the Mid-Atlantic Intercollegiate Sailing Association (MAISA) Team Race Championship at Kings Point in mid-April. The Prosser is a qualifier for the 2015 ICSA Team Race National Championship at New York YC in Newport, R.I., in late May. The top-four teams go to Nationals, and last year Fordham just missed, losing a fourth-place tiebreaker.

The Rams will then shift gears as they try to qualify for the two fleet-racing national championships in Newport: the ICSA Women's Dinghy National Championship in late May, and the ICSA Coed Dinghy National Championship that follows in early June. Last year, Fordham qualified for the national semifinals and just missed making it to the big dance in both events. The women finished 11th in its national semi, only 3 points out of a ninth-place qualifying spot, while the coed team placed 10th.

Fordham hopes to keep riding the momentum from last fall, when it won its first major intersectional, the Hoyt Trophy; placed second to perennial powerhouse Georgetown in the War Memorial, the MAISA fall dinghy championship; and took fifth at the Atlantic Coast Championship. That would be a heady season for any program, much less a club team that was defunct from 1973 to 2000. But Fordham Sailing has been on a steady path of improvement since winning its first MAISA club championship in 2003, achieving a No. 17 ranking in 2012 and a No. 12 ranking in 2013. The team also sent a sailor to the ICSA Singlehanded Finals for the past three years.

"For a club team, it's rare to see that jump," says Georgetown Head Coach Mike Callahan.

Callahan notes that schools like Pennsylvania and the University of Virginia have had good sailors and enjoyed some successful seasons as a result, but that club teams' fortunes tend to fluctuate as sailors and coaches leave and alumni support wavers. He credits Fordham alum Joe Sullivan for the Rams' steady progress.

Sullivan, who sailed at Fordham from 1955 to 1958, resurrected the team in January 2000 and rallied other loyal alumni to fund the purchase of six 420s and a coach boat and secure a practice venue by September 2001. He served as the team's volunteer coach, and led subsequent fundraising efforts that provided the team with enough money for both more boats and the hiring of a professional coach.

"The key with Fordham is Joe didn't wane," says Callahan. "He was always there to make sure they stayed on the map."

Sullivan and the rest of the Fordham sailing alumni have been "really awesome," adds co-captain Elaina Mansley, a junior from Wantagh, N.Y. While the university does provide some support, including the use of school vans, the alumni drive the program by donating generously, chaperoning the team to regattas, and hosting them where possible. Parents and the sailors themselves chip in as well, with a major fundraiser each summer.

Sullivan, who retired from his career in executive recruitment to devote time to coaching, says the "psychic income" from working with young sailors more than compensated for his time. By 2011, however, he knew the team needed a professional coach to get to the next level. Fortunately, a few key alumni came through with the funds to support a coach on a long-term basis.

Sullivan hired Reed Johnson, a two-time All-American at Boston College, to take over in fall 2011. Johnson brought a varsity mentality, implementing a similar practice schedule to BC: three days per week on the water, along with two land-based conditioning sessions.

He also began aggressively recruiting top-flight talent by traveling to regattas such as the Orange Bowl, Laser Midwinters,



Will Holz ('17) and Emma Huntress ('16) hope to keep Fordham's winning momentum through their last few seasons with the team.
Photo: Rob Migliaccio



Connor Godfrey ('16) and Madeleine Sims ('16), at the 2014 Gill Co-ed National Chapmpionship Semifinal
Photo: Brian Schneider

"WHILE THE UNIVERSITY PROVIDES SOME SUPPORT, INCLUDING THE USE OF SCHOOL VANS, THE ALUMNI DRIVE THE PROGRAM BY DONATING GENEROUSLY, AND CHAPERONING THE TEAM TO REGATTAS."

and 420 Midwinters to promote the program, then unknown to many high school sailors. One key strategy: flying a giant Fordham flag from his coach boat.

"Partially, it was getting the name out there, getting them to understand there was a team and a full-time coach," says Johnson.

Johnson touted Fordham's strong academics and its proximity to midtown Manhattan, with its many opportunities for internships and post-graduation jobs in finance, media, and advertising. He found a strong partner in the Fordham admissions department, which liked the academic credentials and geographic diversity of Johnson's recruits.

"He was terrific," says Sullivan.

Johnson's top recruits include junior and A-division skipper Olin Paine, a former high school national and U.S. Youth champion from Point Loma High School in San Diego, Calif., and three skippers who have shared B-Division duties: junior Connor Godfrey, a Lighting junior national champion from Grand Island, N.Y.; sophomore Will Holz, a youth match racing standout from Wilmette, Ill.; and Tayler, a two-time high school national champion from Antilles School in St. Thomas, U.S. Virgin Islands. He also landed talented crews including junior Emma Huntress from Pittsford, N.Y., and freshman Jamie Spence from Barnstable, Mass.

Tayler says Fordham wasn't on his radar in 2013 when Johnson called to pitch him on the school and persuaded him to file a last-minute application. He admits to having "kind of a naive mindset—I only wanted to go to schools that had top-20 sailing teams."

Holz first heard about Fordham when Johnson approached him at the 2011 Orange Bowl, when he was a high school junior. Growing up in the junior program at Chicago YC, Holz says he "always wanted to go to one of the big-dog college sailing programs." But the idea of Fordham began to grow on him, and a visit the following fall convinced him to apply.

"The fact that you can hop into Manhattan is awesome, I love New York, and they have a really good sailing team," says Holz.

The 20-minute train trip to midtown from Fordham's Bronx campus also appealed to fellow Midwest sailor Addy Ferguson, a sophomore from Deephaven, Minn. Ferguson, a junior X-boat champion at Minnetonka YC, first heard about Fordham from clubmate Anders Elkholm, now a junior and the team's business manager. After visiting, she liked its campus and business program, and wound up applying early action.

Ferguson sailed A Division for the women's team last fall, placing 10th in the Atlantic Coast Women's Championship, and interned at a hedge fund in Manhattan in the offseason.

With an abundance of young talent, continued alumni support, and a growing brand, Fordham Sailing appears poised for long-term success. One question mark is whether the team will eventually regain varsity status, which it once enjoyed from 1956 to 1971. Besides guaranteeing a full-time coach, varsity benefits could include academic assistance, easy access to strength training, and free gear.

"I think it's a shame that Fordham doesn't make them a varsity team," says Callahan, who notes that varsity status does help with recruiting efforts.

Mansley hopes it might happen by 2018, when the current freshmen will be seniors. For now, she and the other two captains—junior J.J. Monro and senior Adam Keally—try to provide some of the benefits by hanging around the library several nights a week to offer academic advice and running the team's dry-land workouts.

Norfleet says varsity status is on his radar, but it isn't of immediate concern. What's important to him is that Fordham keeps practicing like a varsity team and improving: "We worry about what we can control," he says, "which is to continue to push for Nationals and make our presence known inside college sailing."


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Europe's biggest collegiate mash up takes visiting teams outside their dinghy-sailing comfort zone, and into the rave that is the EDHEC Cup.

International Studies

BY TROY GILBERT



It's a brilliant idea. Invite roughly 1,500 college coed sailors to come race on the lumpy, aquamarine waters of France's Bay of Biscay and let them go at it in chartered sportboats, the likes of which some have never sailed. Get them pumped every night with wine, food, electronic dance music, laser shows, a village carnival, and escapes into Les Sables d'Olonne, the holy city of offshore sailing. And as it should be, it's a tough regatta to win. ¶ Five American teams have air-vanned across the North Atlantic to face crews from Canada and Europe. There are 176 teams, which makes it the largest collegiate big-boat regatta in Europe. Sailing in J/80, Grand Surprise, and Longtze One-Design sportboats, as well as a French handicap fleet, the regatta consists of seven days of buoy racing, including a two-day distance race for the big boats. First run in 1969, the EDHEC Sailing Cup is



The EDHEC Cup in Les Sables d'Olonne, France, pits European and North American college teams against each other in a weeklong keelboat challenge. In the Grand Surprise class, Tufts and Drexel sailors struggled with rough conditions and the unfamiliar boat.
Photo: Olivier Blanchet

C S 2015



"HAVING NEVER SET FOOT ON A GRAND SURPRISE, THE HOYAS TURN TO VIDEOS AND TUNING GUIDES, CREATED BY THE TOP SWISS TEAM THEY'RE SAILING AGAINST."

organized, marketed, and run by 50 masters-level graduate students from France's prestigious EDHEC University. It's part of their curriculum, and there is no professorial supervision whatsoever. What these exhausted student organizers pull off each year, rivals the efforts of any other international regatta: it has very real corporate sponsorship, professionalism, and most importantly, a village full of collegiate energy with serious racing cachet.

It was Thomas Gazeau, the regatta's 21-year-old manager of international relations, who barnstormed U.S. colleges and coaches in 2013 and came back with commitments from Georgetown, Tufts, Drexel, and University of Chicago. But his biggest success was in a meeting with the Storm Trysail Club, organizers of the EDHEC's American equivalent—the Intercollegiate Offshore Regatta. Winners of Storm Trysail's gig now get an automatic invitation to EDHEC, as well as assistance with travel and expenses—as does the winner of the EDHEC Cup with a trip to Larchmont in 2015.

Tuft's sailing coach, Ken Legler estimates that it costs nearly $28,000 in private donations for him to field fourteen seniors to France. His charges have exams in early May when the event takes place, but they have laptops to finish papers after each day's racing and Legler even proctors an exam away from the throngs of the race village one afternoon.

"First, the seniors had to convince me that, academically, they could pull this off before I got onboard," says Legler, a man who lives and breathes college sailing, but knows academics come first. "But, I thought the value of this regatta was tremendous as many of them hadn't done ocean racing before."

Georgetown freshman skipper John LaBossiere describes his experience after the first few days as really intense.

"For all of us, it's our first time on a J/80, let alone sailing together offshore," says LaBossiere sporting a Hoyas crew shirt and chubbie shorts. There was no mistaking some of the Americans. "I've never seen this many boats on the line, and some of these French and Swiss teams are stone cold good."

In the early stages, LaBossiere and his teammates struggle through jetlag, the weather, cancelled practice races, and language barriers. "None of us onboard speak a word of French," he says. "We're like, 'Wait, is that guy protesting us?'"

"We didn't even know how to say our sail numbers to the French race committee."

The American squads fight through the first days, loitering in the middle and hind end of the fleet. At one point, Georgetown is 13th and Tufts 17th in the 38-boat J/80 fleet. In the Grand Surprises, with 40 boats, Tufts' second team is sitting in 20th while Drexel is buried in the 30s. Yet, seemingly, once the distractions fell away and the teams learned how to get their boats around the track in bumpy offshore conditions, the Americans start getting noticed.

"We are starting to get concerned," admits French skipper Benoit Morane, who led the winning French crew at the EDHEC Cup in 2013. "I had raced against the American crews at Larchmont [N.Y.] last year and was surprised by the level of competition then, so no, I am not surprised these guys are turning it on."

After dealing with gear failures on their chartered J/80, Georgetown starts winning races on the second day, and then Tufts skipper Will Haeger, younger brother of U.S. Olympic sailor Annie Haeger, starts owning the starts in the Grand Surprise fleet.

"We're all dinghy sailors so we don't see anything like these conditions in college sailing and we had a couple of our crew nearly getting seasick early on," Haeger says. "We struggled a bit with the slow acceleration of these bigger boats and the top end competition is much stronger than I thought they would be. The Swiss team's upwind speed is ridiculous. But we decompressed from our initial apprehension and focused as a team. We learned from trim on the faster boats, and I wanted to be aggressive, so we started taking the pin and winning a lot of the starts."

As the week progresses, Georgetown and Tufts climb the standings, and after five days, the top 24 teams from the combined fleets moves to three championship races in either the 15-boat Grand Surprise or nine-boat Longtze One Design classes. It's a bit unusual and complex, with higher-ranked teams allowed to make a choice between the two classes. This choice can have a ripple effect and determine the class for the lower-ranked crews. It becomes a strategic, as well as a tactical choice based on skill-sets and potential opponents.

Tufts has sailed Grand Surprises all week but take the Longtze. Georgetown's sailors, who thought they'd been eliminated by a few points, receive a late-night phone call telling them to be ready to sail Grand Surprise in the morning. LaBossiere's teammates, of course, have dispersed into the chaos of the race village, forcing him to track them down one by one and break the news.

After racing J/80s all week, and having never set foot on a Grand Surprise either, the Hoyas turn to YouTube videos and tuning guides, all created by the top Swiss team they're sailing against in the morning. Two crewmembers shy, they're allowed to press spare Tufts crew into service.

Under perfect weather on the championship day, and with the seas finally cooperating, the two one-design fleets and chase boats set up for the finals, about a mile offshore from the tidal beaches and medieval spires of Les Sables. The French race committee lets them fly in a steady 12 knots.

With three races to determine the class winners, Tufts first pulls a stunner of a win. Georgetown tears a spinnaker and pays the price for the rest of the day. In the second, Tufts picks up a penalty and does its penalty turns before the traveler falls apart. With a jury rig, the crew fights through the setback, recovers on the final downwind leg, and checks in with



With seven days of blistering non-stop sailing, powered by energy drinks on and off the water, the EDHEC CUP's bustling race village on the harbor front features numerous nightly raves and spirited after-race socializing among international teams.
Photos: Olivier Blanchet (top), Troy Gilbert



a surprising second-place finish. With now building conditions taking a toll on the fleet, the French race committee pulls the plug and sends everyone back to the Les Sables' packed harbor, tucked behind the imposing seawall. In the end, Georgetown finishes 10th overall, Tufts holds second place on the tiebreaker.

It's an exhausting and full week of racing for these students, but they all seem happy, including Tufts senior and foredeck Victor Ansart, who knocked out a front tooth early in the regatta, but was beaming alongside his French expatriate father, who had competed in the first EDHEC sailing Cup 31 years ago on a Two-Tonner. Coincidentally, the elder Ansart also finished second.

As the energy dissipates from the race village, volunteers strike sponsor exhibits and tents, and nearby hoists roll as boats get hauled and put on trailers. Alexander Sauvage, student president of the EDHEC Sailing Cup, takes a breather inside the tent reserved for non-French crews and pleads for attendance of more American teams.

"This is a growing international regatta," he says, "and with the high level of competition in America, we need to bring more of this talent to our event."

But word of mouth is perhaps better than any recruiting mission. Case in point, amidst the chaos outside the tent, and as someone in a giant bear costume runs by, Oxford sailing's Eric Topham bumps into Georgetown's Will Smith. The two simultaneously remove and exchange crew shirts, embrace one another, shake hands, and then ebb back into the crowd, international relations firmly established.



A Longtze One-Design crests a wave ahead of a Grand Surprise-class competitor. American teams learned first-hand that the European teams were better prepared for the regatta's rough waters. Photo: Olivier Blanchet

Boom-to-head blows have always been part of the dinghy sailing experience, and while sports-related concussions are a growing concern among parents and athletes, a few teams are taking the lead with prevention.

Head Games

BY RACHEL PERRY



Helmet use is becoming more common in sailing, particularly in high-performance boats, but with limited concussion data to support a helmet requirement in college sailing, it remains a personal choice for sailors like MIT's Chloe Lepert. Photo: Rob Migliacio

Chloe Lepert was in denial. For more than a week, the Massachusetts Institute of Technology sailor was attributing her concussion symptoms to stress. Only when she finally sought medical attention from the school's athletic trainer did she learn of her condition.

"We had Women's New England's and I was supposed to start," says Lepert. "I wasn't cleared to sail until mid-June."

Without its starting skipper, the MIT women Engineers failed to qualify for Nationals. Lepert now wears a helmet in competition; she's one of the few in college sailing. While awareness of head protection and concussions is prevalent in collegiate sports, it remains unspoken in sailing.

There's no official concussion tracking or policy in place, but it's known that head strikes do happen often, encouraging college sailing's administrators to at least consider a helmet requirement. For now, however, it's wait and see.

"Though it seems a helmet is good prevention," says Inter-Collegiate Sailing Association president Mitch Brindley. "There's no data to indicate they prevent concussions."

He's right. US Sailing's Sports Medicine Committee was approached for assistance in surveying the incidence of injury and concussion in both collegiate and high school sailing, and in late 2013, its committee chair, David Jones, agreed to seek funding for a thorough study. In an official statement issued last fall, the committee essentially supported helmet use, with caveats.

"There is no data to confirm that helmets will prevent concussions," the statement says. "Helmets have been shown to reduce the incidence and severity of facial and skull fractures, contusions, and lacerations, but not concussions. We also need to be aware that adding a helmet to a young head makes the head a 'larger' target and could possibly lead to more head strikes."

The committee ultimately took a position that helmets "should be considered and encouraged but not mandated for aggressive competitive sailing, crew positions at increased risk for strikes to the head, and sailors who are learning the sport and thus unfamiliar with the position and movement of rigging and equipment."

ICSA's current policy regarding concussions is still "in education." However, the organization approved funding to trial mast extensions (currently used on the West Coast, which effectively puts boom heights higher several inches in order to reduce in-boat injuries. There is reasonable argument, however, that higher booms still do not address hits to the head during boat-on-boat collisions, other competitor's booms, and those often sustained while rigging the boat. In addition to the mast-extension trial, ICSA recommends coaches, sailors, and advisors complete an online concussion-training program called "Heads Up."

MIT sailing is taking what its coach, Matt Lindblad, calls "a multifaceted approach" to the issue. He's added lightweight carbon booms to his fleet; a carbon boom, he says, would have to be going 100 times faster to produce the same amount of force as the traditional eight-pound aluminum boom. Additionally, the team ordered taller masts with its incoming fleet of FJs. MIT has four boats fitted with a retrofit kit (a $30 kit that includes a mast cap and rivets to manually raise the boom four inches on the mast).

"We can't keep our head in the sand," says Lindblad. "If you're not taking some sort of active steps to help this issue, I think there is liability, and risk. The effect of an injury on a student's brain is well-beyond trips to the trainer and "you can't sail for a couple weeks."

College Sailing isn't just about time on the water—in between races is when some of the best memories are made. *Sailing World* and Gill North America asked college sailors to submit their best photos that represent the theme "Rituals and Rotations." Here are our winners.

Photo Contest

WINNER

"A pinnie is the last ordeal we have to overcome before getting on the water. Usually, it takes one person, however, this time, it took three of us– Katherine "Guns" Kristoffersen, Jackie Welles,and myself–to help Daniel "Big Dan" Ahern. We were at Georgia Tech's home regatta when Nathan Niles snapped a photo on my camera of this comical event."
Photo: Caroline Eberhard, North Carolina State University





FIRST RUNNER-UP

"This shot of Alix Israel ('15), Liz Dubovik ('15), Issy Pieper ('18) and Charlotte List ('18) was taken at the Navy Spring Wome's Regatta in Annapolis at the beginning of a long day of waiting for the breeze to fill. We came away from the weekend with Charlotte and Alix being named NEISA sailors of the week, after their 3rd place performance in B Division."
Photo: Allie Maurillo, Connecticut College

SECOND RUNNER-UP



FSU sailor Rafael Melendez waits for his rotation, taking in the view at the 2014 SAISA Open at Eckerd College.
Photo: Meghan Peltier, Florida State University

The University of Toledo sees unlikely success at the 2014 Storm Trysail Intercollegiate Offshore Regatta.

Holy Toledo

BY COLIN MACKAY



These are the last words we hear from a local sail maker as he offers us a 3DL mainsail for our Express 37: "It'll hold up, at least for the day." It's a less-than-reassuring way to start a regatta. There's some delamination and exposed threads, but it has a nice shape. He knows the boat, so we trust his judgment, grab the racing main, and head out to the yacht *Troubador*.

A short time later, we're barreling toward the start of our first offshore race as the University of Toledo Sailing Club. Spray blasts over the bow and we bury the leeward rail. A heavy breeze flows through Long Island Sound, building tall chop. Keeping the foils buried, we are underway, plowing to the starting line a split second before the gun. The ten-boat PHRF fleet is spread across the line, with us in the middle.

We expect to hear the start gun next, but instead, we hear the foot of the mainsail blow out from tack to clew, with the outhaul barely holding the sail aboard. The boat rights abruptly, and everyone on the rail plunges into the water. Stunned, a moment of hesitation, and then fully aware, everyone springs into action. Wes Bemus, the owner's representative, gives orders: "Colin, keep driving. Luke, find something to lash to the bottom reef point. Everyone else, back on the rail."

A fellow racer to leeward, eager to tack, yells, "What are you doing? Move!"

"We're racing," we yell back, over the thunder of the thrashing mainsail. Using only one sail to power us into the breeze, we miraculously hold our lane and continue to push through the chop. Looking over my shoulder, I can see boats on both hips, but not gaining. With a makeshift reef in the mainsail, and having approached the port layline alone, we are ready to make our move.

With every tack, the 5-ton yacht loses momentum in the waves. On each maneuver, bearing down to get us up to speed on the new board causes the main to shred like a weathered flag. From tack to clew, it's destroyed. Approaching the top mark, our mastman, Hans, sets the spinnaker flawlessly, and with the fleet behind us, we accelerate. Cruising low and to leeward of a J/109, we can hear them laughing in disbelief at our recovery.

The Storm Trysail Foundation had set the stage for a one-of-a-kind Intercollegiate Offshore Regatta held at the Larchmont YC. Fifty-two teams are racing everything from performance dinghies to large custom yachts. Only

"ON EACH MANEUVER, BEARING DOWN TO GET US UP TO SPEED ON THE NEW BOARD CAUSES THE MAIN TO SHRED LIKE A WEATHERED FLAG."



University of Toldeo Helmsman Colin Mackay credits the team's unexpected win to their ability to manage the chop on Long Island Sound. The conditions, he says, are smiliar to what they see sailing on their home waters of Lake Erie. Photo: Howard McMichael

weeks prior, the Toledo Sailing Club officers had realized that we had the makings of great offshore team—five of us had just finished the summer series back home on Lake Erie, and big boats were not completely unfamiliar to the other three, as we had been practicing regularly. We are naïve coming into this regatta to face against teams far more competitive than us, but maybe not knowing what to expect is what we need.

"It's ready, are we ready?" Luke asks as he heaves the spare main on deck. As the crew sweats, trying to attach the sail and get the halyard jumped on a run, the fleet slowly gains. With full sails and no more distractions, it's a as much of a miracle as a team effort that we hold our lead over the much quicker Mumm 30, the J/105s, two evenly matched Express 37s, and four others. Struggling on our maneuvers for the next two legs but improving each go around, we ultimately cross the line first and explode in cheers. Chuckles of amazement come from all of us.

There's no rest for the weary between races. Our on-the-fly hoist of the spare mainsail left no time to insert battens. Without an engine, we race the clock to douse and re-raise the mainsail without drifting too far out of the starting sequence. As we battle the sail, we also battle our nerves. The stakes are high after such a strong initial performance.

With the main back to standard, I call to the crew, "Let's get her going, we are racing now!" I signal to trimmers Luke and Drew as they trim to close-hauled and prepare for our final approach. We make it right on the class gun, on starboard. The hull lays over and purrs in the tough chop, opening up a lane and eventually working us to the top of the charging fleet. A quick-decision tack left our mid-mast, Garrett, outside of the jib sheet and in the drink with only one hand on the lifeline. He manages to recover, saving us an MOB drill. With all on board, we cover the fleet and pave the way to another win.

A miscommunication that leaves us on port tack to the entire fleet hands us an OCS in the final race of the day. Even so, we fight hard and improve continuously, pushing the boat and crew to the limits, sailing the best we know how. Finishing third, boat for boat, in our last race—we have an amazing comeback.

There's no single factor that allows us to have had such an amazing series. On board, our spirits ware no lower than the clouds. Upon our return to shore, with shreds of mainsail and grins from ear to ear, we come to find out, even with our OCS, we correct to three firsts. Firsts all around that day—first time racing for some, first time together as one, first time at this regatta, and my first time skippering an offshore boat in a competitive series. Although the excitement is overwhelming for us all, we know the key is to brush it off as if didn't happen—if not, our egos will get the best of us and the final day of racing could be a total bust.

Waking up on Sunday, we have everything to lose. With a target on our backs and heads full of positive thoughts, we prevail as the leaders of our fleet. As the final finish gun sounds, the crew cheers with excitement and relief, the pressure is gone. Celebration is in order for our phenomenal weekend of racing. When accepting the first place trophy, we know we had represented the University of Toledo as well as we had hoped. Living up to our potential, and achieving what we knew we were capable of, is a humbling accomplishment that we will not soon forget.

Luke Gossman, Andrew Logan, Drew Blackburn, Hans Guentert, and Colin Mackay represented the University of Toldeo at the 2014 Intercollegiate Offshore Regatta.

At the helm of George Washington University's successful sailing program, John Pearce has seen dozens of promising young sailors in his day. He shares his tips for getting the most out of your college career.

Want to be a College Sailor?

BY JOHN PEARCE



You've made a great decision. For many college sailing alumni, it is the defining experience of their college years. Every school, team, and student are different, but if you invest time and effort into college sailing, you stand to add a huge amount of value and meaning to your undergraduate education. Plus, you'll graduate as a way better sailor than you were four years before.

Assuming you know what a great opportunity college sailing represents, the question is: How do I go from an eager high school student to a fulfilled and successful collegiate student-athlete? More specifically, how do I navigate the college sailing recruiting process, and get off to a good start once after arriving on campus?

It's a tricky question, but I'm here to help. Let's start with the basics:

Academics and campus-life come first

The purpose of attending college is to get a degree that will prepare you for a successful and fulfilling life. Pretty boring right? Isn't this a sailing magazine? Well, sorry. Make sure you do plenty of research into the academic offerings at every school you are considering. Even if you aren't close to selecting a major, you probably have some hunches as to what subjects you'd like to study. When you are visiting various campuses, sit-in on classes in those areas and see if it feels right.

Along with classes and professors, finding the right academic environment also means a school with a campus culture that will encourage you to learn and grow. School size, campus location, and the personality of the student-body will play a big role in shaping your college experience. You should feel like you belong there. One of my coaching colleagues has a very direct way of explaining this to recruits: Look at the students here. If you come here, you will most likely be very much like them. Is that what you want?

Recruiting comes in many forms

One of the strengths of college sailing is the excellent student leadership involved at all levels, and there are a huge number of very successful student-led teams. Keep in mind that just because a team is un-coached, doesn't mean they don't recruit. You can still get tons of information from the student leaders of the team, and you'll probably find that the student-led teams are the most outgoing, friendly, and passionate. They've invested tremendous effort into their team, and they know that its survival, growth, and success is in the hands of the next generation of talented and committed sailors. Make sure to get some quality face-time with the team's leaders so you learn as much as possible about where the team is and where it is headed. You might find that it is a "diamond in the rough."

Even with coached teams, you'll get the best feel for what the team (and school) is really like by interacting with the sailors, rather than the coach. That's why the campus visit is key; it's the only way you'll get an accurate perspective on the realities of student life at each institution.

Develop winning experience

If you want to get a coach's attention, show them you know how to win. Coaches in any sport know that winning is a learned skill. As Vince Lombardi put it, "Winning is a habit. Unfortunately, so is losing." Once you get in the habit of winning, it's much easier to repeat it again, even if it's in a different context. If you have experience on a winning hockey team or a championship debate team, that will help you contribute to a winning college sailing team when the time comes. Winning experience in sailing is obviously a plus, but I always like to see a track record of success outside of sailing as well.

Don't be afraid to show your passion for the school

I often tell recruits and parents that the best team members are the ones who absolutely love the school for a variety of reasons outside from sailing. For them, the school is the "complete package." These students show up to practice energized and happy after a challenging day on campus, and they leave practice excited to return to their schoolwork and social lives. They bring energy to the team, and they are often the most coachable sailors as well.

So, if you feel like a particular school is the complete package for you, make sure the coach knows that. It might help you stand out

JESSE HOOKER/GEORGE WASHINGTON UNIVERSITY

from the crowd. On the flip-side, don't fake it. Genuine passion is pretty easy to spot, and if you try to butter up the coach with false enthusiasm, it won't come across well. Remember, honesty is the best policy. If a school is your fourth choice, it's OK to tell the coach that.

When it comes to recruiting "pull," ask the tough questions

Every team in the ICSA is different. Without the strict NCAA recruiting rules that other sports use, you'll find that the recruiting systems for sailing teams vary widely. This is especially true when it comes to a coach's ability to use "pull" with admissions. The best way to approach this is to ask every coach what you should be doing to have the best chance of being admitted. If they have admissions "pull," ask them if they'll be able to help your application, and how that process will unfold. By asking good questions, you help avoid misunderstandings and unrealistic expectations. Congratulations! You're in. Now what...

Imitate, then innovate

From Day 1, make it your first order of business to learn as much as you can from your teammates. Observe the fastest sailors on your team and imitate their boat set-up and technique. Ask smart questions to clarify what isn't obvious from your observations. You can make a big jump up the learning curve by absorbing the knowledge that is all around you, rather than reinventing it for yourself. Only once you've mastered all their tricks and tips is it worth spending time experimenting with new ideas yourself.

This concept applies off the water as well. It'll be clear very quickly which of your new teammates are doing a good job balancing their academic, athletic, and social lives. Time-management skills are key to surviving and excelling as a student-athlete, so spend time picking up good habits from the upperclassmen on your team.

Take ownership early

Inevitably, some of your fellow freshmen will be passive team members. They'll show up when and where they're instructed, and do what they're told. You should try to be different. The success of your team hinges on players like you taking control and making contributions with a real impact. Think of yourself, your teammates, and your coaches as equal shareholders of the team.

ACT LIKE EVERY BOAT IN YOUR FLEET, EVERY PRACTICE DAY, AND EVERY REGATTA BELONGS TO YOU PERSONALLY.

In the business world, this is called "taking ownership." Act like every boat in your fleet, every practice day, and every regatta belongs to you personally. Keep your eyes out for ways to do things better and more efficiently, and share your ideas with your coach and team leaders. By showing you're invested, and that you have a sense of urgency, you'll earn the trust and respect of your teammates and be given more opportunities right from the get-go.

It's a marathon, not a sprint

Every college sailing season is a grind, and with two seasons per year, it takes a lot of stamina and resilience to be successful. If you go all-out right from the beginning, you risk frustration, exhaustion, and burnout. So, try to pace yourself. Focus on making small improvements and enjoying the little successes. Have fun with your teammates and make the most of all those regatta road trips. By keeping yourself and your team fresh and motivated, you are much more likely to perform well when the pressure is on at the end of the spring season.



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FLOW CONTROL OF THE KITE

SYMMETRIC SPINNAKERS ARE OFTEN THE MOST DYNAMIC AND CHALLENGING SAIL TO TRIM PERFECTLY. BY UNDERSTANDING HOW THEY BEHAVE AT DIFFERENT WIND ANGLES, HOWEVER, YOU CAN BETTER UNLOCK ITS POTENTIAL.

IN THE PREVIOUS ISSUE we visited Cornell University's wind tunnel to see how wind flows around an asymmetric spinnaker. We learned a lot, of course, especially the importance of being dynamic with our trim, so we went back to the tunnel to explore some key points of symmetric spinnaker flow and trim.

Before stepping into the tunnel, I had a naïve vision of attached flow on both sides of the spinnaker. What I quickly discovered, instead, was that the smoke showed large areas of stagnation and early flow separation. Thinking our 3D printed plastic test spinnaker was too rigid, or its shape flawed, we went out and placed telltales on my J/24 spinnaker. Our real-world tests confirmed our wind-tunnel findings: The flow is there, but it's less than ideal. The difficulty in getting flow to go the way we want, and keeping it attached as long as possible, emphasizes how important and attentive trimming really is.

Flow goes in a remarkably different direction in reach mode than it does in run mode. In reach mode, the wind flows roughly horizontal, entering the luff (windward, pole side) and exiting the leech (behind the main). In run mode, wind flows vertically, entering near the head and exiting from the foot. This is why, in strong winds, we see wind ripples on the water in front of the bow. There's often a misconception about these basic flow concepts, particularly with run-mode, top-down.

In run mode, wind flows vertically in the spinnaker, entering near the head and exiting from the foot.
Photo: Paul Todd/Outside Images

REACH TO VMG DOWNWIND

With predominantly windward-leeward courses, reach mode is used in lighter winds to sail angles downwind to VMG. The basic flow experienced is from luff to leech horizontally across the spin. Keeping in mind this cross flow, here's some guidance to achieve a good downwind VMG reach-mode shape.

Pole angle: Set the pole perpendicular to the apparent wind, and then a fraction aft of that. Use the masthead fly as a reference. In a lull, the apparent wind moves forward because the boat carries

momentum, and its component of the apparent wind becomes bigger. When this happens, the pole needs to be eased forward for a short time, until the boat slows, and then readjusted once the driver finds the new wind angle.

In a puff, the pole won't need to be moved much. Instead, the driver will be able to sail deeper as the boat accelerates. Once into the new angle, the pole will be able to be moved aft as the spinnaker is shifted to windward for the lower, VMG course. With the sheet trimmed correctly, the foot should have shape to it. If the foot looks too round, the pole is likely too far forward. If the foot is flat, or stretched, it's too far aft.

Pole height: Pole height sets the spinnaker's luff tension. Set the topping lift so the "tack" is slightly lower than the clew. A low pole tightens the luff, making the wind's entry angle more consistent while keeping the draft forward and the leech open. Lowering it creates a shape that's a little more like an asymmetric spinnaker. Because the spinnaker hangs on its weight, the luff falls in lulls and rises in puffs, so the topping lift will have to be adjusted to keep the height low relative to the clew as conditions change. The luff should break evenly along the leech, from top to bottom. If the pole is too low, the luff will be very sensitive to trim. If it's too high, the top of the leech will curl well before the rest of the sail.

Sail trim: Starting from the luff, encourage flow toward the leech on both sides. To optimize attachment, trim so the luff barely curls all the time, indicating the front edge of the luff is parallel to the wind to get flow started on both sides. Trimmers often take this too far by trimming too loose with a lot of curl. Wind tunnel-results show under-trimming inhibits flow over the windward side of the spinnaker. Over-trimming results in early separation along the leeward side.

Apparent-wind angles change in reach mode, even in steady winds, so the sheet needs to be trimmed constantly to test the edge of this curl. It's better to anticipate and make consistent small changes to trim so the sail is always at the edge, rather than reacting late and having to make substantial changes. A quiet ratchet block, a sheet with lots of intermittent large trims, lots of curl or no curl at all are all signs of sheeting incorrectly. Just a hint of curl with constant yet small clicking from the sheet ratchet is perfect.

Heel angle: Keep the boat flat, or heel it a little to leeward. With a flat boat, gravity brings the spinnaker to windward, which is good. Some boats do need a little heel to reduce wetted surface area and to balance the helm. If it's really light, the main and spinnaker tend to fall in on themselves if they're too flat, so extra heel may be needed to use gravity to help keep shape in both main and spin. You can't go wrong with a perfectly neutral helm, and it's always fast to keep the heel such that the tiller is dead-centered in the boat.

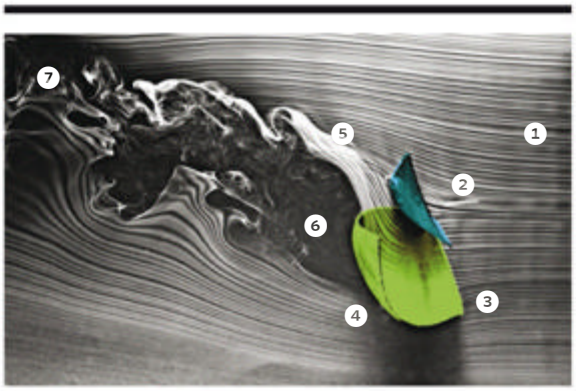
The mainsail: In reach mode, the spinnaker is helping direct flow through the slot between itself and the main. The main is therefore integral to the working of the spin. The apparent wind is further aft at the top of the main because the true wind is stronger up there, thus the apparent-wind vector is moved aft. Set the vang so the top batten is angled just slightly outboard of parallel-to-the-boom. Don't set it and leave it: Puffs will open the leech so more vang will be needed, and it will need to be eased for lulls. Also, trim the main so it's not luffing. My default is to ease until I see luff or back wind, then trim in until any luff is solidly gone. If there's a big change in the spinnaker sheet, then a big trim in mainsheet is probably due, too.

Steering: While sailing wide angles to optimize VMG downwind, the driver is always steering as low as possible without losing too much speed. To do so, the driver is steering a lot trying to keep the apparent-wind angle constant. Essentially, the boat is heading up in the lulls and down in the puffs. In puffs, the boat accelerates and the apparent wind goes forward, allowing deeper sailing angles while keeping the apparent-wind angle about the same. A lull slows the boat, bringing the apparent wind aft, requiring hotter angles to keep the apparent wind the same. Even a small difference in wind can make a big difference in driving angle, so the steering angle is perhaps even more important than trim in this light-air, downwind reach mode.

SYMMETRIC SPINNAKER FLOW: REACH MODE

Here's what we see in the wind tunnel when the 3D sail is trimmed on a reach, with the apparent wind at approximately 90 degrees (viewed from the bottom of the sail plan).

1. Smoke source: A horizontal line of smoke flows across the main and spinnaker, about halfway up the mast
2. Support to hold the 3D printed mainsail and spinnaker in place during tests.
3. Wind attaches to the spinnaker and splits, flowing along both sides of the spinnaker (green) and mainsail (blue).
4. Backside spinnaker flow: The wind attaches to the back of the spinnaker for about half the distance to the leech before it detaches.
5. Movement in the slot: On a reach, the wind flows across the face of the spinnaker, keeping flow attached all the way along the back of the main. Wind flows across the spinnaker, not downward from head to foot, as it does on a run.
6. Stagnation is the area where separation happens behind the spinnaker.
7. Note how the flow is turbulent for quite some distance to leeward and behind.



SYMMETRIC SPINNAKER RUN MODE

When the wind is strong enough to lift the weight of the spinnaker up and away from the boat you're switching into run mode. Spinnakers are designed with shape up top and an open foot, so in downwind mode, the wind can start its journey up top and escape out the bottom. With the top-down flow concept in mind, let's explore our tools in run mode.

Pole angle: Experiment with moving the pole aft of the apparent-wind being perpendicular to the pole. The idea is to get it rotated to windward and away from the main's wind shadow.

Pole height: Set the topping lift so the luff clews are parallel to the water. In this mode, the boat will be heeled to weather, so relative to the boat, this will mean the luff clew is higher than the leech clew, yet relative to the water, the clews are the same height off the water. Your go-to guide is to have the sail's center vertical seam perpendicular to the horizon, independent of the amount of heel.

Sheet trim: Trim a little bit tighter than curl. The trimmer can ease to luff curl occasionally to make sure it's in the right range, but ultimately the spinnaker should look symmetric. The challenge is to balance trimming hard enough to get the spinnaker clews spread to get projected area while still ensuring the foot is loose enough for air to escape. These two concepts are contrary to each other, so experimenting is necessary. Apparent wind angles don't change as radically

"IN REACH MODE, THE SPINNAKER IS HELPING DIRECT FLOW THROUGH THE SLOT BETWEEN ITSELF AND THE MAIN. THE MAIN IS THEREFORE INTEGRAL TO THE WORKING OF THE SPINNAKER."

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as they do in reach mode, and it's not as important to keep it at the edge of curl, so the changes in trim are much more subtle. Lots of curl, a stretched foot, and lots of big sheet movements are all signs that something is wrong.

Heel angle: In run mode, we heel to windward so the spin hangs down vertically from the mast and therefore out from behind the main. It also can reduce wetted surface area. On most boats, I like it best when we heel enough to windward to create a little helm pressure. It's about right when I have gentle weather helm and the masthead fly shows the main is only covering a small amount of the spinnaker's upper leech.

SWITCHING MODES

Because the two modes have different setups and trims, recognizing when to be in true run mode versus when to use reaching mode to VMG down a run is not easy. The decision is made be by feel. On our boat, if we are in reach mode and the wind increases enough that I think we can transition to run mode, I bear off and ease the main. The team rolls the boat to windward while the trimmer raises the pole and shifts the spinnaker to windward out from behind the main. When in light run mode, if I feel stagnated wind on my neck and can sense the boat decelerating, I head up onto reach mode. If there's a big enough wind change to warrant a transition to/from either mode, the pull on the sheet changes significantly, so our trimmer and I are often advocating switching modes at the same time.

Another excellent clue is the shape of the spinnaker. When fully supported with pressure, the spinnaker flies high, which is a sure sign to be in run mode. When sagging, it is time to go high onto VMG reach mode. If we can't decide which mode, we default to reach mode because high and fast is not a disaster.

I find the lighter the boat, the more radical the transition. A dinghy might be in the VMG reach downwind mode with the pole forward to the forestay, but just one more knot of pressure and downwind run mode pays. Keelboats, however, have a longer transition with the pole incrementally going aft over a significant range as the wind increases. The heavier the boat the windier it needs to be to get into the true top-to-bottom flow of run mode. These transitions need to be decisive and well choreographed with the team because the boat cannot get stuck between modes.

RUN MODE STEERING TECHNIQUE

The driver is constantly experimenting with sailing as close to dead down wind as possible without loosing speed. If it's marginally windy enough to be in run mode, slightly hotter angles need to be sailed, or the boat stalls. As the wind gets strong enough to be solidly into the downwind mode, angles can be almost "DDW."

I look at my masthead fly to see if it the main is blocking the spin or not. If it is, I head up until the wind has a clear shot. My trimmer is usually barking, "Head up 5 degrees" anyway because what I see with my fly he feels as no pull on the sheet. Conversely, as the wind increases, the wind holds the spinnaker up better and we are able to shift it to windward away from the main and I can bear off, with my fly showing my main is not shadowing the spinnaker, and my trimmer says, "Down 5."

Riley Schutt contributed to this story and conducted the wind-tunnel visualizations in the Cornell Fluid Dynamics Research Laboratories, where he is a PhD candidate of Professor Charles Williamson. Schutt has recently been a designer with Volvo Ocean Race and America's Cup teams. Williamson is an avid Laser sailor.



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A RULE THAT NEVER SLEEPS

RULE 14, AVOIDING CONTACT, ALWAYS APPLIES.

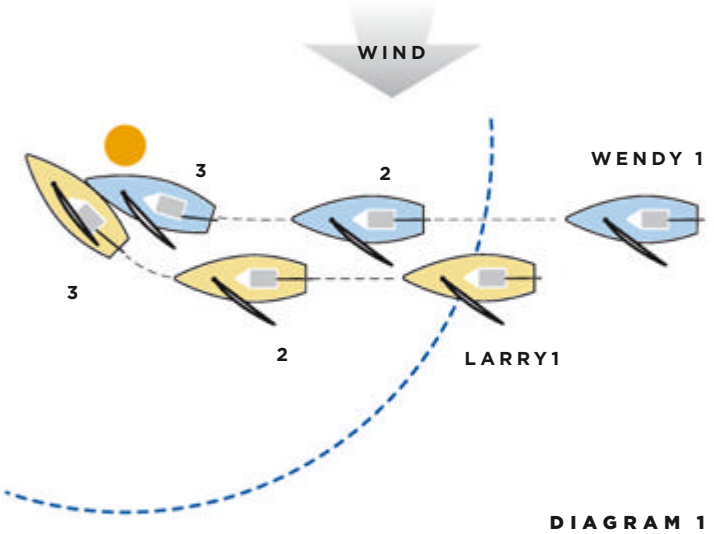


DIAGRAM 1

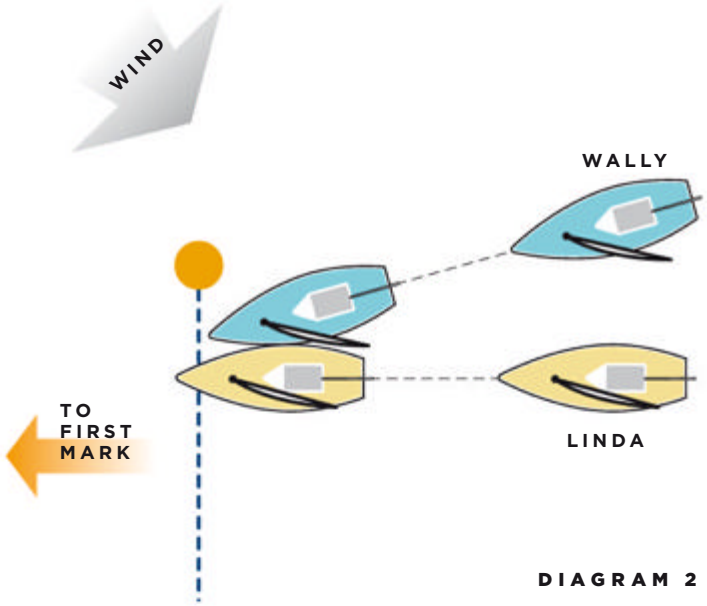


DIAGRAM 2

RULE 14, AVOIDING CONTACT, first appeared in 1997, the year the entire rulebook was rewritten to provide an improved, simpler and better organized set of rules. Before the rewriting project began, many competitors were consulted and asked what changes they wanted. Many requested rules that put increased emphasis on avoiding damage. Their requests led to the elimination of the right of a *leeward* boat to luff as fast and as hard as she pleased, even if her luff resulted in damage to the *windward* boat. It also led to the introduction of Rule 14, which applies to all boats at all times, whether they're the right-of-way boat or the *keep clear* boat, and whether they are entitled to *room* or required to give it.

RULE 14, AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room* or *mark-room* (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*, and (b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.

The rule's intended message is, put simply: "Sailing is not a contact sport."

In the years 1993 to 1996, several versions of Rule 14 rules were tested in fleets all over the world. The first test version of Rule 14 contained only the first sentence of the current rule. That was too simple, and led to a problem and complaints. The problem was this: Before the start, when boats are reaching back and forth below the line, a game of "chicken" often broke out between boats on opposite *tacks*. Both boats would bear off at about the same time to avoid contact, then both headed up, then both bore off, etc. Instead of reducing collisions, that one-sentence rule seemed to increase them. To solve the problem Rule 14(a) was added. It permits the right-of-way boat to hold her course until it becomes clear the other boat is not *keeping clear*. The complaints came because right-of-way boats and boats entitled to *room* were being disqualified for breaking Rule 14 when the contact was very minor and hadn't caused damage. To quell the complaints, Rule 14(b) was added.

Today's Rule 14 has several unique features that set it apart from all other rules in Part 2, Rules When Boat Meet.

Rule 14 is the only rule with its own special exoneration provision. Under Rule 14(b), whenever you have right of way or are entitled to *room* for some maneuver, you will be exonerated for breaking Rule 14 if the contact does not cause damage or injury. But don't take this as a license to start colliding with other boats. A boat is considered "damaged" if its value or usefulness is at all reduced (see ISAF Case 19), so even a scratch may be considered damage.

Rule 14 has another feature that somewhat reduces its impact. There's no double jeopardy in sailing—if you break two or more rules in a single incident, you are only penalized once. For example, suppose Bill is required by Rule 10 to *keep clear* of Alice, but instead he collides with Alice when it was possible for him to have avoided her. Bill breaks both Rule 10 and Rule 14, but he is required to take only one Two-Turns Penalty (see Rule 44.1) and, if he is protested, his penalty, a DSQ, is not increased because he broke two rules. So whenever you break both Rule 14 and another rule, the fact that you broke Rule 14 does not really hurt you.

You may be beginning to think that Rule 14 is not particularly important. That's simply wrong. Rule 14 becomes very important just when you think you're in the catbird seat, as the following two examples show.

Larry and Wendy are approaching a *mark* at the end of a reach

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and will be rounding it to starboard onto a beat. As the first diagram shows, Larry is *clear ahead* of Wendy at the *zone*. At Position 1, Larry has right of way over Wendy (Rule 12), is entitled to *mark-room* from Wendy (Rule 18.2(b), second sentence), and while he is sailing within that *mark-room* he can change course as rapidly as he likes and will be exonerated if he breaks Rule 16.1 (Rule 21(a)). What's more, Wendy is required by Rule 14 to avoid contact with Larry.

Later, at Position 2, when Wendy establishes an inside *overlap*, Larry retains right of way (Rule 11) and Wendy must continue to give him *mark-room* (Rule 18.2(c)(1)). Larry's advantage under the rules gets even stronger because Wendy must now also give him *room* to sail his *proper course* (Rule 18.2(c)(2)). Wendy could avoid breaking five rules by luffing up and passing the *mark* on the wrong side. But she doesn't. As she nears the *mark*, it becomes clear that she will not *keep clear* of Larry, give him *mark-room*, or give him *room* to sail his *proper course*. At that moment, Rule 14 begins to apply to Larry (see Rule 14(a)). It requires him to act to avoid contact with Wendy if is reasonably possible to do so. It would be easy to do so—all he needs to do is hold the course he has been sailing since Position 1. If he does, there will be no contact. Instead, a bit overconfident because so many rules give him rights, Larry luffs rapidly close in front of Wendy and they collide, causing damage to both boats. Larry protests Wendy.

The protest committee throws the book at Wendy. She is disqualified for breaking Rules 11, 14, 18.2(b), 18.2(c)(1), and 18.2(c)(2). The committee decides Larry's luff was so rapid that he didn't give Wendy *room* to *keep clear*, and in doing so, he broke Rule 16.1. Not to worry, he's exonerated for that breach under Rule 21(a), but no rule exonerates Larry for breaking Rule 14, so in the end, he's disqualified, too. Wendy broke five rules and Larry broke just one, but both boats end up with a DSQ. Under U.S. law, both boats were at fault, and each will likely be responsible for 50 percent of the cost of repairs to the boats (see US Prescription 67(c)).

The second diagram looks similar to the first, but the incident occurs at a start. The first leg of the course is a beam reach. Linda and Wally are converging as they approach the line to *start*. Neither changes course and they collide with damage to both boats. Linda protests Wally. At Position 1, Wally must *keep clear* of Linda (Rule 11) and he also must avoid contact (Rule 14). Because the starting *mark* is surrounded by navigable water, Rule 18 doesn't apply (see the Preamble to Section C of Part 2). Wally is barging and Linda is under no obligation to give him *mark-room*. Wally could avoid breaking any rule by luffing and leaving the *mark* to port. But he doesn't, and just before Position 2, Wally commits to sailing between Linda and the *mark*. At that moment, it becomes clear that Linda needs to take avoiding action in order not to collide with Wally, so Wally is not *keeping clear* (see part (a) of the definition Keep Clear). At the same moment Rule 14(a) begins to require Linda to act to avoid contact, which she easily could do by bearing off a few degrees.

The protest committee disqualifies both boats—Wally for breaking Rules 11 and 14 and Linda for breaking Rule 14. Again, both boats were at fault, and each will likely be responsible for 50 percent of repair costs.

The lesson here is clear: Pay particular attention to Rule 14 when the rules have put you in an advantageous position. Rule 14 never sleeps.

The two incidents described above and the diagrams are based on appeals decided in the United Kingdom by the Royal Yachting Association. They appear in the RYA Case Book, which can be found at www.rya.org.uk/go/RRSguidance. I am grateful to the Royal Yachting Association for its permission to use this material.

E-mail for Dick Rose may be sent to rules@sailingworld.com.

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INTO THE DEEP END

A PRO SAILOR TRIES HIS HAND AT MOTH SAILING AND RE-LEARNS A FEW GOOD LESSONS.

FEW SAILORS *would try what Andy Horton did. In the spring, he bought a Moth, one of the world's most challenging boats. Over the summer, he trained on his own. The following January, he competed in his first regatta, the Moth Worlds in Sorrento, Australia. "I had never really sailed against another Moth before I got down there," says Horton. "I was joking with my wife that I was going to a world championship halfway around the world, I've never sailed against another boat, I can't tack, and I can't jibe. Other than that, it's all good." Despite his shortcomings, he made the gold fleet, and although he was far from the top of that group, here's how he approached the event.*

Given my limited experience in Moth racing, my frame of mind going to the Worlds was to be completely open and focus on learning and absorbing as much as I could.

The first step—and this is true in any class at any level—is to set goals. Sometimes, it's so hard to figure out attainable goals. I hate goals that aren't. Being new to the class, that was even more challenging. For instance, suppose I set a goal of being able to foil-tack perfectly by the end of the event. I had never foil-tacked before, so how was I to know what that was going to take? If it was another class, where if you said I want to be able to roll-tack perfectly, I've roll-tacked before, so I know what that might take. It's pretty hard to set performance-related goals like that, or results-oriented goals, which are also not good to do. So, I ended up with more of a general plan of always improving, getting better every day, and learning as much as I could—and of course, having a great time.

I'd love to say I established metrics on it, that I turned on my Velocitek every day, came in every night and crunched numbers and watched video of me sailing, but there wasn't enough time for it, and that's the position most people are in, regardless of the fleet in which they're sailing. Everyone has a limit of time and energy; the key is to have a good process—taking notes, thinking about it, and always trying to prioritize what to work on.

I'd arrived at the venue a few weeks early and sailed against people for five or six days. Largely based on those experiences, I assessed my skills using an Excel spreadsheet. To identify my biggest weaknesses I needed to also assess the skills of whoever would win. What do you need to win the Worlds? Do you need good boathandling because it's shifty, short-course racing, or is it all about starting and straight-line speed?

I often create such charts by mentally working around the racecourse. If you're doing an Olympic-level campaign, you can get very detailed about this, but for most, it's best to keep it simple. And sometimes, you don't know what's going to be on the chart until you have some experience in the class. A big one in the Moth that I wasn't aware of had to do with acceleration. Do I hang out at the starting line and with 10 seconds to go pull the trigger, or do I pull it at 30 seconds and just rip down the line? And, how easy is it to get up to speed? What's the boat set-up for that? I also didn't know that everyone capsizes a lot. I thought I was the only one. So, capsize recovery became a priority.

I first did a pre-regatta assessment, on a 1 to 10 scale, of how I thought the guy who would win the Worlds would score, keeping in mind that I can't be perfect at everything. For instance, this regatta had 80 boats on the line,

SANDER VAN DER BORCH

so it was clear that whoever won this was going to be really fast upwind. If I could just pull out and get out of trouble, and then do my boathandling in open space by myself, I'm going to be in the top 10. Whoever was going to win was probably at a nine in that category. After working through all the categories, I then graded myself and looked at the biggest discrepancies between my scores and the hypothetical winner's scores. I was having some major pointing issues, so I graded myself a two out of ten there, which created a discrepancy of seven points I needed to reduce. Downwind, the winner would probably need an eight or nine. My downwind speed was pretty decent—I was probably around a five.

This helped establish my priorities. It told me that every time I go on the water, I needed to line up with people and go upwind with them to ensure I spent lots of time upwind training. If possible, I'd ask someone ahead of time to watch for me: "Hey, if you see me sailing upwind today, tell me what you think about my upwind setup." I would spend my energy that night working on my mast, spreaders, settings, and battens, always focused on upwind speed. I could objectively say, this is where I am, this is where I really need to be, and this is what I really need to work on.

After my first assessment, I keep track of my progress in other columns. On my spreadsheet, there's a column for the Moth Worlds, and if I do a regatta this summer or even just for training, I'll add columns for those, which will help me figure out how to allot my training time. Then, just try to check something off every day. You may not progress every day in every category, but that's OK. And seldom can you focus on every column. Trying to focus on even just five things is a lot. I always have a couple of goals in mind that I've learned, from watching video or talking with other competitors. It might be adjusting boat parts or it might be technique. Inevitably, something else comes up, and you learn something else from making that move—it all works together.

At the end of every day, I hit the beach, put down the boat and dolly, and literally stop and write down the freshest ideas I have—three to five specific things I learned or what I need to learn. On a big boat, this could be done on the way in. I also include a little dialogue about what I could try, how the boat felt, and so on. Writing those things down gives you a focus and creates a history that you can review.

Depending on the class, equipment can be a whole section of your spreadsheet—are your foils good enough? Is your rudder good enough? I don't set up a spreadsheet on equipment that often, but if I was doing more Moth regattas or maybe sailing, say, a big boat with a team and doing a whole program, that's something I would look at to help determine where to spend time, money, and energy.

You can also set up the chart to focus on windspeeds. If it's 10 knots and flat water, you look at your matrix and realize that's an area when you've not scored upwind and tacking. It's clear that today you'd better practice going upwind or tacking. Being new to the Moth class, I didn't get that specific with it. I was more concerned with how I was going to minimize the damage.

My biggest takeaway—and I've learned it a million times, every day I go sailing—is how important it is to be fast. We all say it, but speed is everything, and that goes back to the energy and time management. A lot of people don't like to spend the hours, but that's what it takes to get fast. It was even more obvious at this event.

The experience also reinforced the importance of talking to people. Most good sailors are open to helping someone out. Don't be afraid to ask. Introduce yourself, offer them a beer, and politely ask if you can have a couple minutes of their time. I went with the attitude that I was going talk to everyone and absorb everything. I must have been successful because they were joking about me on Facebook, where former Moth World champion Bora Gulari nicknamed me "Happy Horton." I had no problem with that.





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THE CLUB 420

This spirited, but durable double-handed one-design forms the base of active local, high school, and collegiate sailing programs throughout North America. Used as a stepping stone to Olympic class racers, the C420 not only allows youth sailors to master the spinnaker and trapeze, but teaches them how to race as a team. Currently there are over 5,000 class-compliant boats on the water.

The Club 420 has three approved builders: Laser Performance, Zim Sailing, and Sturgis Boatworks.

www.club420.org

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The 57 mm Carbo® ratchet block's lightweight, strength, and great grip ensures heavy-air holding power, while providing that soft touch for light-air trimming. Like its International 470 cousin, a lightweight bridle has replaced the traveler to handle the mainsheet. When fully sheeted in, the bridle pulls the boom to centerline without tightening the leach, ensuring optimum sail shape when sailing upwind. 90-degree fixed-head blocks are shackled to the boom.







LIMITED SWIVEL HALYARD BLOCK

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T2™ Carbo blocks make the ultimate lightweight, Gucci set-up. Use low-stretch Dyneema® line and splice the T2s in a cascade system. To add a becket, simply tie around the center of the block. The 16:1 vang system is led to the top of the centerboard trunk, through the clam cleat with a fairlead behind it. The tail can be reached from the rail while hiking.



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IDEAL 18 CLASS ASSOCIATION
40 Marina Drive, Rochester, NY 14617
(800) IDEAL18 • Fax (585) 266-4722
www.shumwaymarine.com

LOA	17' 10"
Draft	3' 3"
Disp	1,240 lb
Ballast	700 lb
SA	168 sq/ft

SONAR

The 23-foot Sonar one-design keelboat has something for everybody. Designed by Bruce Kirby, it is an ISAF recognized high-performance racer and a comfortable daysailor—just right for getting the entire family or friends on the water together. RONDAR is accepting orders for new boats. More info available soon.



INT'L SONAR CLASS ASSOCIATION
Bruce McArthur, President
(203) 655-6665, 2bmcarthur@gmail.com
www.rondarboats.com
www.sonar.org

LOA	23' 0"
LWL	19' 11"
Draft	3' 11"
Disp	2,100 lb
Ballast	900 lb

THE DAY SAILER

Designed in 1957 by George O'Day and Uffa Fox, the Day Sailer combines the ease of sailing with the challenges of racing. A strong, family-oriented class continues to thrive, with over 40 fleets nationwide. Come join us and sail the Day Sailer. Builder: Cape Cod Shipbuilding, Wareham, MA.



DAY SAILER ASSOCIATION
Mary Niederberger, DSA Secretary
3840 Arrowhead Drive, El Dorado Hills, CA 95762
daysailersecretary@gmail.com
www.daysailer.org

LOA	16' 9"
Beam	6' 3"
Draft up/dn	9"/3' 9"
Disp	575 lb

RHODES 19

Exciting, economical and competitively raced nationwide, the Rhodes 19 popularity is growing among families, couples and individuals as a comfortable daysailer and racer for all levels. Visit our website for class activities, FAQ, new and used boat listings, fleets, R19 message board and more!



RHODES 19 CLASS ASSOCIATION
Stephen Uhl, (781) 367-5772
www.rhodes19.org
steve@macwayuhl.com
Builder: Stuart Marine (207) 594-5515

LOA	19' 2"
LWL	17' 9"
Draft	3' 3"
Disp	1,325 lb

110

The 110 is Ray Hunt's masterpiece, with fleets on both coasts and the Midwest. New boats being built, project boats available, new kit boat in development. Great people, great sailing. 2015 Nationals in Holland, MI (Macatawa Bay YC), Aug 10-14, 2015. Learn more at 110class.com.



INTERNATIONAL 110 CLASS
Tom Craig, 800 Main St.
West Newbury, MA 01985
www.110class.com

LOA	24'
LWL	18'
Beam	4' 2"
Draft	2'9"
Disp	910 lb

VIPER 640

21' high-performance sportboat, simple and modern design, past Boat of the Year. Fast, Fun, Affordable, and Accessible with a great upwind groove and downwind exhilaration on a plane. Robust schedule of local, regional, national, and international regattas. With 200+ in the U.S. it's the boat to sail.



VIPER 640 CLASS ASSOCIATION
Edward "Buttons" Padin, Class Administrator
914-834-8286
www.Viper640.org

LOA	21'1"
Draft (keel down)	4'6"
Beam	8'2"
Disp	749 lb
Mast	Carbon Fiber

ULTIMATE 20

The best high performance keelboat on the market today, new or used. Easily trailered, rigged and launched with a fully retractable keel. Established class with one design racing at NA, regional and local levels. A competitive PHRF racer as well as comfortable family daysailer. Contact us anytime for a sail on "the Ultimate 20 footer".



ULTIMATE 20 CLASS ASSOCIATION
20328 Turnbull Way, Cornelius, NC 28031
Email: u20class@gmail.com
www.U20class.org

LOA	20' 11"
LWL	18' 0"
Beam	8' 4"
Draft up/dn	12"/5' 0"
Disp(sailing)	1260 lb
Ballast	450 lb

ISOTOPE

Racing to win or sailing for fun, the Isotope has been built since the late 60's. One person can rig, race and right this cat with the "righting bar". The Isotope's perfectly balanced design is reflected by its earned .74 handicap. Custom rigging available. Can be sailed with or without a trapeze, solo or with a crew.



ISOTOPE CLASS ASSOCIATION
Joleen Rasmussen
PO Box 1976, Wake Forest, NC 27588
joleenrasmussen@embarqmail.com
www.intl-fiberglass.com

LOA	16' 0"
Beam	7' 6"
Draft up/down	6"/22"
Disp	275 lb
Sail Area(main & jib)	185

THISTLE

Recognized as one of the best & largest competitive one-design classes in the country. This high performance racer is sailed by hot shots, youth, and families. New & used boats available. For rigging & go-fast tips, see our magazine the Bagpipe & instructional DVD. New & experienced sailors welcomed.



THISTLE CLASS ASSOCIATION
Craig Smith • 215-285-9326
PO Box 741, Hatboro, PA 19040
ThistleClassAssociation@gmail.com
www.ThistleClass.com

LOA	17' 0"
Beam	6' 0"
Draft up/dn	6"/4' 6"
Weight	515 lb

COLGATE 26

The undeniably fast Colgate 26 combines safety, durability and FUN at a remarkably affordable price. One of the fastest growing one-design classes in America winning PHRF competitions nationwide, the C26 offers outstanding performance in both light and heavy air. Virtually unsinkable, the C26 is CE certified – Level B. With a comfortable oversized cockpit and berths for four this boat is a big hit with family and friends, Who says you can't have it all?



COLGATE 26 CLASS ASSOCIATION
(866) 842-4355 • **www.Colgate26.com**

LOA	25' 8"
LWL	20' 0"
Beam	8' 6"
Draft	4' 6"
Disp	2,600 lb


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The SW 2012 "Performance boat of the year" VX ONE is THE cutting edge platform for strict one design sailors, with family and club level affordability. With engineered ergonomics, ease of handling, and durability the VX is built for unmatched performance in its category. The professionally run class association places the VX ONE center stage for international growth and launches an exciting evolution in One Design sailing.



VX ONE CLASS ASSOCIATION
12900 Lake Ave #2001, Lakewood, OH 44107
(216) 226-4411 • **vxone.org**
vxonedesignracing.com

LOA	19'
Beam	7.17'
Draft	4.3'
Disp	560 lb

STAR

The Star Class offers world-class racing at its best! Winter racing in Miami. Cutting edge technology. More than 2000 racing worldwide.



INT'L STAR CLASS YACHT RACING ASSOCIATION
914 Bay Ridge Road, Ste 220, Annapolis, MD 21403
(443) 458-5733, Fax (443) 458-5735
office@starclass.org
www.starclass.org

LOA	22.7'
Beam	5.7'
Draft	3.3'
Weight	1479 lb
Sail Area	285 sq/ft

INTERNATIONAL J/22

The best combination of stability, handling ease, speed, trailerable weight, and all-weather comfort in sailing. There are over 1,600 boats worldwide.



J/22 CLASS ASSOCIATION
Christopher Howell Executive Secretary
12900 Lake Ave., #2001, Lakewood, OH 44107
Phone: (216) 226-4411, Fax: (216) 916-4840
Email: j22@roadrunner.com • **www.j22.org**

LOA	22' 6"
LWL	19' 0"
Beam	8' 0"
Draft	4' 0"
Disp	1,850 lb

PIXEL

Fun, fast, easy to sail-PIXEL®-the Bruce Kirby designed 2 person dinghy w/main, jib and spinnaker. JSA of Long Island Sound choice as double-handed trainer. Self bailing, carbon mast, quick capsize recovery & fiberglass hull provide performance, safety, wide appeal. Fast-growing, strict one design class.



PIXEL CLASS ASSOCIATION
Wes Oliver, Interim Class President
10 Nearwater Rd., Rowayton, CT 06853
(203) 855-8923 • wwoliver@optonline.net
www.sailpixel.com

LOA	13' 9"
LWL	12' 6"
Beam	5'6"
Draft up/dn	5"/ 3'6"
Weight	200 lb

LIGHTNING

After 76 years and 15,560+ boats, the Lightning offers the toughest competition in one-design sailing. Join us and compete at the International level, race in 10 regional regattas that draw 40+ boats, or race in 150 active fleets worldwide.



INT'L LIGHTNING CLASS ASSOCIATION
Laura Jeffers, ILCA Executive Secretary
(727) 942-7969 • office@lightningclass.org
www.lightningclass.org

LOA	19' 0"
Beam	6' 6"
Draft up/dn	5"/4' 11"
Weight	700 lb

S2 7.9

The S2-7.9 class offers an owner-controlled class association supporting sailors of various skills. It sponsors regional and national events and an active website (s279.org). The boat's fully-retractable keel allows easy trailering; rigged to race in 45 minutes. A mast replacement program assures stable resale value, and affordable sound boats are available. A true multi-purpose boat offering great racing, comfortable family sailing with basic cruising capabilities.



S2 7.9 CLASS ASSOCIATION
(615) 336-7900 • **www.s279.org**

LOA	25' 11"
LWL	21' 8"
Beam	9' 0"
Draft up/down	16"/5' 0"
Disp.	4,250 lb

FLYING SCOT

Design, quality, and service have built the Flying Scot into a large national class, with over 6,050 boats built and over 110 active fleets. Size and stability have made the Flying Scot a favorite family daysailer/racer for more than 50 years.



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Fax (803) 765-0860 • **www.fssa.com**

LOA	19' 0"
Beam	6' 9"
Draft up/dn	8"/4' 0"
Disp.	850 lb

SHIELDS

Designed by Sparkman & Stephens, the Shields Class Association has active fleets in MA, RI, CT, NY, MD, IL, and CA. The Class recently held its 50th National Championship, and published its history in an exquisite coffee table book. Details on the book and upcoming regattas can be found at www.shieldsclass.com



SHIELDS CLASS ASSOCIATION
Wendy Goodwin, Class Secretary
shieldsclass.com • wendy@capecodshipbuilding.com

LOA	30' 2"
LWL	20'
Beam	6' 5"
Disp	4,600 lb
Draft	4' 9"

EL TORO

One of the largest one-design classes in the U.S., originating in the 1930s. Excellent youth boat for beginners to advanced junior-sailing programs. Active and competitive racing class for sailors age 7 to 80+ years! Call or write for info, a list of builders, or plans to build your own.



EL TORO INT'L YACHT RACING ASSOCIATION
Steve Lowry, Class Secretary
91 Waldo Point, S-40, Sausalito, CA 94965
(707) 526-6621 • www.eltoroyra.org

LOA	8' 0"
Beam	3' 11"
Weight	80 lb
SA	49 sq. ft.

J/80

J/80 is fast, stable, and affordable. It's fun to sail, planes in 15 knots of breeze, and is easily trailered and launched. With over 1500 boats in 15 countries, the J/80 is a ISAF recognized and a competitive and rapidly growing one-design class. J/80 Worlds - www.j80worlds2015.com, Keil, Germany, July 4-10, 2015



J/80 CLASS ASSOCIATION USA
Chris Chadwick, USA Class President
3262 Chrisland Dr, Annapolis, MD 21403
info@J80.org • www.j80.org

LOA	26' 3"
LWL	22' 0"
Beam	8' 3"
Draft	4' 11"
Disp	3,304 lb


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JET 14 CLASS

Quick to plane, easy to handle, very fun and very affordable, this two-person dinghy is perfect for husband-wife, parent-child and junior teams. Come sail with us — the competition is excellent and Jets built in the '50s remain very competitive with our newest glass boats!



JET 14 CLASS ASSOCIATION

Tiffany and Bryan Parker, Secretary/Treasurer
6176 Winding Creek Ln., North Olmsted, OH 44070
(440) 716-1859 • Jet14Class@live.com
www.jet14.com
Builder: Allen Boat Company

LOA=LWL	14' 0"
Beam	4' 8"
Draft up/dn	4"/4' 2"
Weight	285 lb

INTERNATIONAL 210

Fast, powerful, exciting, the 30-foot 210, after 70 years, is still state-of-the-art in keelboat fun and is still growing with 10 active fleets. Great people, great events, great boats.



INTERNATIONAL 210 ASSOCIATION

Greg Sullivan, 59 Water Street,
Hingham, MA 02043 • (781) 749-4141
g.sullivan@att.net • **www.210class.com**

LOA	29' 10"
Beam	5' 10"
Draft	3' 10"
Disp	2,300 lb
SA (main & jib)	305 sq/ft
SA (spin.)	400 sq/ft

ENSIGN

"2002 Inductee, The American Sailboat Hall of Fame". Classic daysailer/class racer with large cockpit. Regional and national quality competition in 50 active fleets. By far, the largest class of full-keel one-design sailboats in the United States. Builder: Ensign Spars, Inc., Marquette, MI



ENSIGN CLASS ASSOCIATION

Mike Macina, Commodore
commodore@ensignclass.com
(860) 887-7008
www.ensignclass.com

LOA	22' 6"
LWL	16' 9"
Beam	7' 0"
Draft: full	3' 0"
Disp.	3,000 lb

WINDMILL

One of the fastest one-designs in this size range, with over 5700 boats built. This lightweight performance sloop is quick to plane, yet easy to handle. Strong support nationally. We now have a new builder with beautiful glass hulls starting at $4500, and components and kits available. And of course you can always build your own wooden boat. Whether new, used, wood or fiberglass; the Windmill Class is "Just Plane Fun".



WINDMILL CLASS ASSOCIATION

Allen Chauvenet, Class Secretary
achauvenet@gmail.com • **windmillclass.com**

LOA	15' 6"
Beam	4' 9"
Draft up/dn	6"/4'2"
SA Main	84 sq/ft
SA Jib	35 sq/ft

SOVEREL 33

Inspired by the desire to create a yacht completely unhampered by handicap rules, the Soverel 33's single design criterion was to excel under all conditions and all points of sail. An exhilarating One Design or handicap racer for the most accomplished and aggressive skipper yet safe, easy to sail, and comfortable for the whole family.



SOVEREL 33 CLASS ASSOCIATION

Mark McCarthy, Class President
mccarthygm1@aol.com I (860) 301-6749
www.soverel33.com

LOA	33'
Beam	11'
Draft	5.83'
Disp	5,800 lb

WAYFARER

One of the largest one-design centerboard classes in the world with over 11,000 boats built. A classic spinnaker equipped racing dinghy that, with its wide beam, seaworthiness and roomy cockpit, continues to be popular for cruising and training. With the redesigned Mark IV being built by Hartley Boats in England and distributed in North America, the class is once again showing rapid growth.



U.S. AND CANADIAN WAYFARER ASSOCIATIONS

James Heffernan, Wayfarer International Secretary
USA 919-942-6862
www.uswayfarer.org
www.wayfarer-canada.org
www.npboatsus.com

LOA	15' 10"
Beam	6' 1"
Draft[CB] up/	8"/3' 10"
Min Weight	375 lb
SA	95/46/125

SUNFISH

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2812 Canon Street
San Diego, CA 92106, USA
+1 619 222-0252
Email: sunfishoff@gmail.com
www.sunfishclass.org

LOA	13' 10"
LWL	13' 0"
Beam	4' 1"
Draft up/dn	7"/3' 4"
Weight	129 lb

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U.S.: Michael Heinsdorf, mheinsdorf@gmail.com
Canada: Ian Brayshaw
commodore@albacore.ca
www.albacore.org
http://albacore.ca

LOA	15' 0"
Beam	5' 4"
Hull Weight	240 lb
SA (main & jib)	125 sq/ft
Designer	Uffa Fox

J/105

Introduced in 1992 as the first modern day keelboat with bow sprit and asymmetric spinnaker, the J/105 today is the most successful one-design keelboat class over 30' in the USA with over 680 boats sailing worldwide. Upcoming NACs in San Francisco, CA (2015) and Larchmont, NY (2016).



J/105 CLASS ASSOCIATION

Christopher E. Howell, Class Administrator
12900 Lake Ave., #2001, Lakewood, OH 44107
(216) 226-4411, Email: howell@j105.org
www.j105.org

LOA	34' 6"
LWL	29' 6"
Beam	11' 0"
Draft	6' 6"
Disp	7,750 lb

MELGES 24

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MELGES 24 CLASS ASSOCIATION

Andy Burdick, Class Coordinator
P.O. Box 1, Zenda, WI 53195
(262) 275-1110 I Fax (262) 275-8012
www.melges.com
www.usmelges24.com

LOA	24' 0"
Beam	8' 2"
Draft (keel down)	5' 0"
Disp.	1,783 lb
SA (main & jib)	380 sq/ft



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Chris Craig, W257 S10550 Horseshoe Ln,
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Email: secretary@mcscow.org
www.mcscow.org

LOA	16' 0"
Beam	5' 8"
Hull Weight.	420 lb
SA	135 sq/ft



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BULLSEYE SAILING ASSOCIATION

37 High Street, Rockport, MA 01966
(781) 799-5988
secretary-sw@bullseyesailing.org
www.bullseyesailing.org

LOA	15' 8"
LWL	12' 7"
Beam	5' 10"
Draft	2' 5"
Disp	1,350 lb



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BUCCANEER 18 CLASS ASSOCIATION

Larry Schmida, Commodore
info@buccaneer18.org
www.buccaneer18.org
www.nickelsboats.com

LOA	18' 0"
LWL	16' 8"
Beam	6' 0"
Draft up/dn	7"/3' 10"
Weight	500 lb



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LOA	16'0"
Weight w/board	260 lbs.
Beam	5'0"
SA	140 sq/ft
Draft up/dn	6"/3'



Sailing World & Harken *would like to wish all the competitors best of luck for 2015!*

2015 CHAMPIONSHIP REGATTA SCHEDULE

May 30-31, 2015	**Soverel 33 National Championship**	*Cedar Pt YC, Westport, CT*
July 4-10, 2015	**J/80 Worlds**	*Keil, Germany*
Jun 20-21, 2015	**Comet NA Championship**	*Northern Lake George YC, NY*
Jun 22-26, 2015	**Flying Scot NA Championship**	*Bay Waveland YC, Bay St. Louis, MI*
Jun 22-27, 2015	**Sunfish NA Championship**	*Rush Creek YC, Rush Creek, TX*
Jun 25-28, 2015	**MCSA National Championship**	*Pewaukee YC, Pewaukee, WI*
Jun 30 - Jul 5, 2015	**Melges 24 World Championship**	*Middlefart, Denmark*
Jul 19-25, 2015	**J/22 World Championship**	*Travemünde, Germany*
Jul 21-25, 2015	**Day Sailer NA Championship**	*Chatham YC, North Chatham, MA*
Jul 23-26 2015	**Windmill National Championship**	*Rock Hall YC, Rock Hall, MD*
Jul 25-31, 2015	**Thistle National Championship**	*Fort Walton YC, Fort Walton Beach, FL*
Jul 31-Aug 2, 2015	**Bullseye National Championship**	*Sandy Bay YC, Rockport, MA*
Aug 5-8, 2015	**Jet 14 National Championship**	*Mohican Sailing Club, Mansfield, OH*
Aug 5-9, 2015	**Int'l 210 National Championship**	*Cohasset, MD*
August 9-13, 2015	**Ensign National Championship**	*Niantic Bay YC, Niantic, CT*
Aug 10-14, 2015	**Int'l 110 National Championship**	*Macatawa Bay YC, Macatawa, MI*
Aug 21-23, 2015	**Comet Int'l Championship**	*Miles River YC, St. Michaels, MD*
Aug 21-23, 2015	**Rhodes 19 National Championship**	*Marblehead, MA*
Aug 29-30, 2015	**40th Isotope National Championship**	*Lake Waccamaw, NC*
Sept 9-12, 2015	**50th Shields National Championship**	*Ida Lewis YC, Newport, RI*
Sept 11-13, 2015	**Canadian Albacore Championship**	*Buffalo Canoe Club, ON, Canada*
Sept 16-20, 2015	**Sonar World Championship**	*Falmouth YC, Falmouth MA*
Sept 17-19, 2015	**S2 7.9 Championship**	*Lake Minnetonka, MN*
Sept 17-20, 2015	**J/105 NA Championship**	*St. Francis YC, San Francisco, CA*
Oct 1-3, 2015	**Buccaneer 18 NA Championship**	*Solomons Island, MD*
Oct 3-7, 2015	**VX One NA Championship**	*Gulfport YC, Gulfport MS*
Oct 8-11, 2015	**Lightning NA Championship**	*Southern YC, New Orleans, LA*
Oct 15-18, 2015	**Viper 640 NA Championship**	*Larchmont YC, NY*

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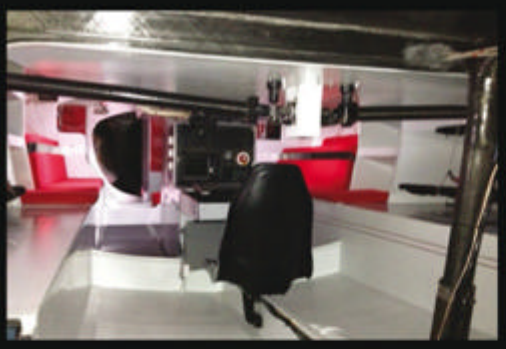
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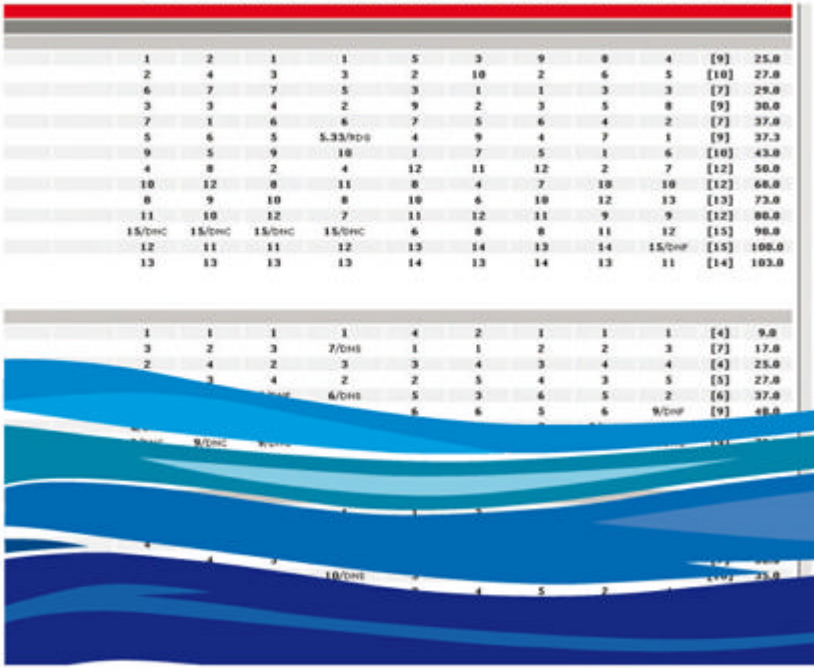
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